

TRAFFIC IMPACT ASSESSMENT REPORT

Reference: J03014-R01-01

Date: October 2025



AMG CONSULTANCY LIMITED

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1 Introduction

1.1 Background

The Applicant intends to convert the existing open space at Lot 385 S.B RP (Part) in D.D. 78 and adjoining Government Land, Tsung Yuen Ha into Temporary Public Vehicle Park (Excluding Container Vehicle) with Ancillary Office and Associated Filling of Land for a Period of 3 Years as well as the demand arising from Liantang/Heung Yuen Wai Boundary Control Point (BCP).

The site is currently zoned as “Village Type Development” (“V”) (approx.33%), “Recreation” (“REC”) (approx.65%), and “Agricultural” (“AGR”) (approx.2%) on the approved Ta Kwu Ling North Outline Zoning Plan (OZP) No. S/NE-TKLN/2, which was gazetted on 13 May 2016. Introducing a public vehicle park responds to the rapid growth of the Heung Yuen Wai area following the commissioning of passenger clearance at the Liantang/Heung Yuen Wai Boundary Control Point (LT/HYW BCP) on 6 February 2023 and addresses the increasing daily needs of local villages. The proposed temporary public vehicle park (excluding container vehicles), with ancillary office and associated filling of land, seeks to optimize land use and provide parking to alleviate significant local demand. Planning permission from the Town Planning Board is required for this use.

To support this application, AMG Consultancy Limited is commissioned to conduct a Traffic Impact Assessment (TIA). The purpose of the TIA is to evaluate the potential traffic implications of the proposed development and present the findings and recommendations in this report.

1.2 Objectives

The objectives of the traffic study are as follows:

- To estimate the anticipated traffic generation associated with the proposed development
- To assess future traffic conditions within the surrounding road network
- To evaluate the potential traffic impact resulting from the proposed development
- To consider road improvement proposals, if feasible.

2 The Proposed Development

2.1 The Site

The Site is located at at Lot 385 S.B RP (Part) in D.D. 78 and adjoining Government Land, Tsung Yuen Ha, with a total area of approximately 1,463.08 sqm (including about 111.15sqm of Government land), as shown in **Figure 2.1**.

According to the Approved Ta Kwu Ling North Outline Zoning Plan (S/NE-TKLN/2), the zoning of the application site is zoned as “Village Type Development” (“V”) (approx.33%), “Recreation” (“REC”) (approx.65%), and “Agricultural” (“AGR”) (approx.2%).

2.2 The Proposed Temporary Public Vehicle Park

The existing open space at Lot 385 S.B RP (Part) in D.D. 78 are proposed to be converted into temporary public and ancillary office in order to avoid excessive illegal parking in the Tsung Yuen Ha and Heung Yuen Wai areas, the Applicant wishes to provide sufficient proper parking spaces to cater the growing parking demands.

The development is proposed to operate on 24-hours basis throughout the week. For conservative purpose, it is assumed that majority of the drivers will reach the site at the observed peaks of the traffic count surveys.

Under the Approved Ta Kwu Ling North Outline Zoning Plan No. S/NE-TKLN/2, the application site is zoned as “Recreation” and “Village Type Development”. Planning permission is required for the use of temporary car park and ancillary site office.

In view of the enormous domestic and external demands, 41 no. of private car will be provided. Monthly and hourly rental options are available for local villagers and visitors. The arrangement is shown in **Figure 2.2**.

The key development parameters for the proposed use are detailed in **Table 2.1**.

Table 2.1 Proposed Key Development Parameters

Items	Design Parameter(s) (About)
Total Site Area	About 1,463.08 m ²
Covered Area	About 8.75m ² (About 0.598 %)
Uncovered Area	About 1,454.33 m ² (About 99.402%)
Proposed Use(s)	Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) with Ancillary Office and Associated Filling of Land for a Temporary Period of 3 Years
Structure No(s). <i>Ancillary Office</i>	1 (1 storey)
Total Floor Area	About 8,75 m ²
No. of Parking Spaces	41 (Private Car)
Operation Hours of the Public Vehicle Park	24 hours (Monday to Sunday, including public holidays)
Ingress/Egress	About 10 m wide

3 Existing Traffic Situation

3.1 Existing Road Network

The Site can be reached via Lin Ma Hang Road.

Lin Ma Hang Road is a single-two carriageway served as a local road running in north-south direction.

Connecting with Lin Ma Hang Road and Fanling Highway, Heung Yuen Wai Highway is a dual-two carriageway classified as an expressway road running in north-south direction.

3.2 Public Transport

Currently, no public transport service provides access to Lin Ma Hang Road via Heung Yuen Wai Highway.

Meanwhile, existing public transport services access to Lin Ma Hang Road via other routings are listed in **Table 3.1**.

Table 3.1 Bus Route of Adjacent Bus Stop

Route No.		Origin - Destination
BUS	79K	SHEUNG SHUI BUS TERMINUS ↔ TA KWU LING(TSUNG YUEN HA)
	B9	TUEN MUN STATION ↔ HEUNG YUEN WAI CONTROL POINT (LIANTANG)
	B9A	YUEN LONG (WEST) BUS TERMINUS ↔ HEUNG YUEN WAI CONTROL POINT (LIANTANG)
	B7	SHEUNG SHUI (PO WAN ROAD) (VIA FANLING STATION) ↔ HEUNG YUEN WAI (LIANTANG) PORT (VIA FANLING STATION)
	B8	TAI WAI STATION (VIA TAI PO) ↔ HEUNG YUEN WAI (LIANTANG) PORT (VIA TAI PO)
GMB	55S	SHA TAU KOK (SHUN LUNG STREET) ↔ TA KWU LING(TSUNG YUEN HA)
	59S	SHEUNG SHUI BUS TERMINUS ↔ HEUNG YUEN WAI CONTROL POINT (LIANTANG)

3.3 Traffic Count Surveys

To assess the existing traffic conditions, classified turning movement count surveys were conducted at key junctions within the study area, as shown in **Figure 3.1**. These surveys took place on 27 & 28 September 2025 (Saturday & Sunday), 7 & 9 October 2025 (Tuesday (Mid-Autumn Festival) & Thursday), during the period from 08:00 to 22:00.

The traffic counts were recorded at 15-minute intervals and subsequently converted into passenger car unit (pcu) values. The highest consecutive 15-minute intervals within an hour were used to determine the peak hour traffic flow.

Based on the survey data, the morning and evening peak hours of the road network were identified as 10:00–11:00 and 15:00–16:00 (Saturday & Mid-Autumn Festival), 11:00–12:00 and 15:00–16:00 (Sunday), 11:00-12:00 and 17:30-18:30pm (Thursday) respectively. The 2025 observed peak hour traffic flows on the aforesaid days for the study area are presented in **Figure 3.2**.

3.4 Existing Junction Capacity Assessment

Based on the observed traffic flows, the performance of key junctions near the subject site during the morning and evening peak hours was evaluated in accordance with the Transport Planning and Design Manual, Volume 2, Chapter 4.

For priority junctions and roundabouts, performance is assessed using the design flow / capacity ("DFC"). A DFC value of 0.85 or below is generally considered acceptable level without causing undue delay to motorists passing through the concerned junctions.

Based on the observed traffic flows, the performance of the key junctions in the vicinity of the subject site during the morning and evening peak hours was assessed. The results are summarised and presented in **Table 3.2** and the detailed calculation sheets are attached in **Appendix A** for perusal.

Table 3.2 Existing Junction Performance

Jun No.	Junction Location	Type/ Capacity Index	AM Peak Hour	PM Peak Hour
27 September 2025 (Saturday)				
J1	Lin Ma Hang Road SB / Horseshoe curve at Lin Ma Hang Road near Tsung Yuen Ha Bus Station	Priority Junction / DFC	0.11	0.14
28 September 2025 (Sunday)				
J1	Lin Ma Hang Road SB / Horseshoe curve at Lin Ma Hang Road near Tsung Yuen Ha Bus Station	Priority Junction / DFC	0.13	0.11
7 October 2025 (Public Holiday - Tuesday)				
J1	Lin Ma Hang Road SB / Horseshoe curve at Lin Ma Hang Road near Tsung Yuen Ha Bus Station	Priority Junction / DFC	0.10	0.14

9 October 2025 (Thursday)				
J1	Lin Ma Hang Road SB / Horseshoe curve at Lin Ma Hang Road near Tsung Yuen Ha Bus Station	Priority Junction / DFC	0.08	0.08

Notes: DFC = design flow to capacity

It can be seen from **Table 3.2** that all the key junctions perform satisfactorily during peak hours.

3.5 Existing Link Capacity Assessment

The road link capacity assessment is summarised in Table 3.3. It is assumed that the link capacity of a 2-lane single carriageway may be taken as 800 veh/h. (Refer to Transport Planning and Design Manual, Volume 2 Highway Design Characteristics, Chapter on Vehicle Dimensions and Design Flows, Chapter 2, 2.4.1.1)

For V/C ratio 1.0 or below, it represents the traffic condition is acceptable. For V/C ratio between 1.0 and 1.2, it indicates that the degree of congestion is manageable.

Table 3.3 Existing Link Performance

No.	Road Link (Direction)	Link Capacity (veh/hr)	Observed Flow		V/C Ratio	
		Link Capacity (veh/hr)	AM Peak	PM Peak	AM Peak	PM Peak
27 September 2025 (Saturday)						
L1	Lin Ma Hang Road	400	92	126	0.23	0.32
28 September 2025 (Sunday)						
L1	Lin Ma Hang Road	400	106	110	0.27	0.28
7 October 2025 (Public Holiday - Tuesday)						
L1	Lin Ma Hang Road	400	92	138	0.23	0.35
9 October 2025 (Thursday)						
L1	Lin Ma Hang Road	400	81	90	0.20	0.23

+ According to TPDM Chapter 2, 2.4.1.1, for local roads, the design flow of a 2-lane single carriageway may be taken as 800 veh/h, 2-way, due to the presence of loading activities, standing vehicles and pedestrian crossings. Therefore, it assume that the capacity of 1-lane, 2-way, single carriageway is 400 veh/h in this case.

According to the data presented, Lin Ma Hang Road maintains a V/C ratio below 0.85, which reflects satisfactory traffic flow during weekday peak hours.

4 Future Traffic Situation

4.1 2028 Design Year Road Network

As the proposed parking facility is applied for a temporary use for a maximum period of 3 years, year 2028 is therefore used as the design year of the traffic impact assessment.

4.2 Proposed Development Traffic Generation & Attraction

The application site will be opened for parking of private cars and van-type LGVs only. No other vehicle will be allowed to enter the site.

The proposed traffic generation and traffic attraction rates of the proposed parking are shown in **Table 4.1**.

Table 4.1 Proposed Traffic Generation and Traffic Attraction

Proposed Parking Facility	Generation		Attraction	
	AM Peak	PM Peak	AM Peak	PM Peak
	Trips rates (pcu/hr)			
Monday to Friday	3	14	10	10
Saturday	5	5	16	16
Sunday	6	6	13	13
Public Holiday	4	4	13	13

4.3 Annual Traffic Growth

The traffic flow estimation for the design year 2028 was carried out by adjusting the 2025 baseline data, derived from traffic surveys, to account for natural growth trends linked to rising car usage. This adjustment was made using a suitable annual traffic growth factor to forecast background traffic levels in 2028.

According to the report “Projections of Population Distribution 2023-2031” issued by Planning Department in August 2023, the population growth from base year 2021 to 2031 is shown in **Table 4.2** and **Appendix B**.

Table 4.2 Projected Population by District Council District, 2021-2031

District Council District	Year 2021 [#]	Year 2031	Growth Rate p.a. (%)
North	309650	435550	3.5%

[#] Base Year Estimates

The planning data indicate a growth in population at a rate of 3.5% per annum. This factor is used to forecast the future traffic volume for this study.

4.4 Reference and Design Flows

The growth factor, along with traffic generated by adjacent developments, will be applied to the 2025 observed peak hour traffic flows to estimate the projected reference flows for the year 2028.

The reference and design flows for the design year 2028 are calculated from the following formulae:

$$\text{2028 Reference Flows} = \text{2025 Observed Flows} \times (1+0.035\%)^3$$

$$\text{2028 Design Flows} = \text{2028 Reference Flows} + \text{Proposed Development Traffic}$$

Based on the observed traffic flows and existing road network patterns, the projected 2028 peak hour Reference and Design traffic flows at the critical junctions are distributed and assigned in **Figure 4.1** and **4.2** respectively.

4.5 Junction Capacity Assessment

Capacity assessments were conducted for the major junctions within the local road network under both the Reference and Design scenarios. The results are summarised in **Table 4.3**, with detailed calculation sheets provided for perusal.

Table 4.3 2028 Junction Capacity Assessments

Jun No.	Location	Type / Capacity Index	2028 Reference		2028 Design	
			AM	PM	AM	PM
27 September 2025 (Saturday)						
J1	Lin Ma Hang Road SB / Horseshoe curve at Lin Ma Hang Road near Tsung Yuen Ha Bus Station	Priority Junction / DFC	0.12	0.16	0.15	0.18
28 September 2025 (Sunday)						
J1	Lin Ma Hang Road SB / Horseshoe curve at Lin Ma Hang Road near Tsung Yuen Ha Bus Station	Priority Junction / DFC	0.14	0.12	0.16	0.14

7 October 2025 (Public Holiday - Tuesday)						
J1	Lin Ma Hang Road SB / Horseshoe curve at Lin Ma Hang Road near Tsung Yuen Ha Bus Station	Priority Junction / DFC	0.11	0.16	0.13	0.18
9 October 2025 (Thursday)						
J1	Lin Ma Hang Road SB / Horseshoe curve at Lin Ma Hang Road near Tsung Yuen Ha Bus Station	Priority Junction / DFC	0.08	0.09	0.10	0.10

Notes: RC =reserve capacity, DFC = ratio of flow to capacity

As shown in **Table 4.3** and **Appendix A**, all key junctions are projected to operate satisfactorily during peak periods under both the Reference and Design scenarios.

4.6 2028 Link Capacity Assessment

The link capacity assessment results with reference to the net development traffic are summaries in Table 4.4.

Table 4.4 2028 Link Capacity Assessments

No.	Road Link (Direction)	Link Capacity (veh/hr)	2028 Reference Flow (veh/hr)		2028 Reference V/C Ratio		2028 Design Flow (veh/hr)		2028 Design V/C Ratio	
		Link Capacity (veh/hr)	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
27 September 2025 (Saturday)										
L1	Lin Ma Hang Road	400	102	140	0.26	0.35	123	161	0.31	0.40
28 September 2025 (Sunday)										
L1	Lin Ma Hang Road	400	118	122	0.30	0.31	137	141	0.34	0.35
7 October 2025 (Public Holiday - Tuesday)										
L1	Lin Ma Hang Road	400	102	153	0.26	0.38	119	170	0.30	0.43
9 October 2025 (Thursday)										
L1	Lin Ma Hang Road	400	90	100	0.23	0.25	103	124	0.26	0.31

As presented in Table 4.4, the capacity of the key road links would be performing satisfactorily during the peak periods for both Reference and Design Scenarios.

5 Internal Transport Provisions

5.1 Provisions of parking provision

The proposed car park layout of the internal transport facilities is presented in **Figures 2.2**. 41 nos. for private cars are proposed. The standard dimensions for parking spaces, as specified in the HKPSG, are summarised in **Table 5.1**.

Table 5.1 Parking Space Dimension

Type of Parking Space	Size	References
Car Parking Space	2.5m(W) x 5.0m(L) x 2.4m(H)	Under HKPSG

5.2 Safety Measures at the proposed car park access

To enhance safety at the **10.0m** wide site access, a series of safety measures have been proposed, as shown in **Figure 2.2**. A pair of amber revolving lanterns, a pair of convex mirrors and a pair of pedestrian signal boards will be installed on both sides of the site access at approximately 2.3 metres above ground level to alert approaching road users.

Traffic controller(s) will be deployed to manage vehicle movements entering and exiting the site, to avoid potential conflicts with the surrounding road traffic. Clear guidelines and appropriate trainings would be provided to all patrol staff.

When vehicles are expected to enter or leave the proposed car park, at least one traffic controller will be stationed at the access point to guide both vehicular and pedestrian movements, ensuring safe and orderly passage and preventing congestion or conflicts.

5.3 Access Arrangement and Swept Path Analyses

A 10.0m wide site access will be provided along Lin Ma Hang Road, as shown in **Figure 5.1**. The swept path analysis for private cars at the proposed parking is shown in **Figure 5.1-SP01 to SP07**.

In order to enhance road safety and minimise conflicts between pedestrians and motorists, traffic management measures will be implemented. Specifically, traffic controllers will be deployed at the site access to ensure road safety.

6 Summary and Conclusions

6.1 Summary

The applicant proposed to convert the existing open area at Lot 385 S.B RP (Part) in D.D. 78 into car parking purpose to meet the parking demands of villagers of Tsung Yuen Ha as well as the demand arising from Liantang/Heung Yuen Wai Boundary Control Point (BCP).

The site is currently zoned as “Village Type Development” (“V”) (approx.33%), “Recreation” (“REC”) (approx.65%), and “Agricultural” (“AGR”) (approx.2%) on the approved Ta Kwu Ling North Outline Zoning Plan (OZP) No. S/NE-TKLN/2, which was gazetted on 13 May 2016. Introducing a public vehicle park responds to the rapid growth of the Heung Yuen Wai area following the commissioning of passenger clearance at the Liantang/Heung Yuen Wai Boundary Control Point (LT/HYW BCP) on 6 February 2023 and addresses the increasing daily needs of local villages. The proposed temporary public vehicle park (excluding container vehicles), with ancillary office and associated filling of land, seeks to optimize land use and provide parking to alleviate significant local demand. Planning permission from the Town Planning Board is required for this use.

To assess existing traffic conditions, classified turning movement count surveys were conducted at key junctions within the study area on 27 & 28 September 2025 (Saturday & Sunday), 7 & 9 October 2025 (Tuesday (Mid-Autumn Festival) & Thursday) during period from 08:00 to 22:00. The morning and evening peak hours of the road network were identified as 10:00–11:00 and 15:00–16:00 (Saturday & Mid-Autumn Festival), 11:00–12:00 and 15:00–16:00 (Sunday), 11:00–12:00 and 17:30–18:30pm (Thursday), respectively.

The year 2028 has been adopted as the design year for the Traffic Impact Assessment (TIA). Based on future planning data, a traffic growth factor of +3.5% per annum has been applied to the 2025 observed traffic flows to project the anticipated traffic flows for 2028.

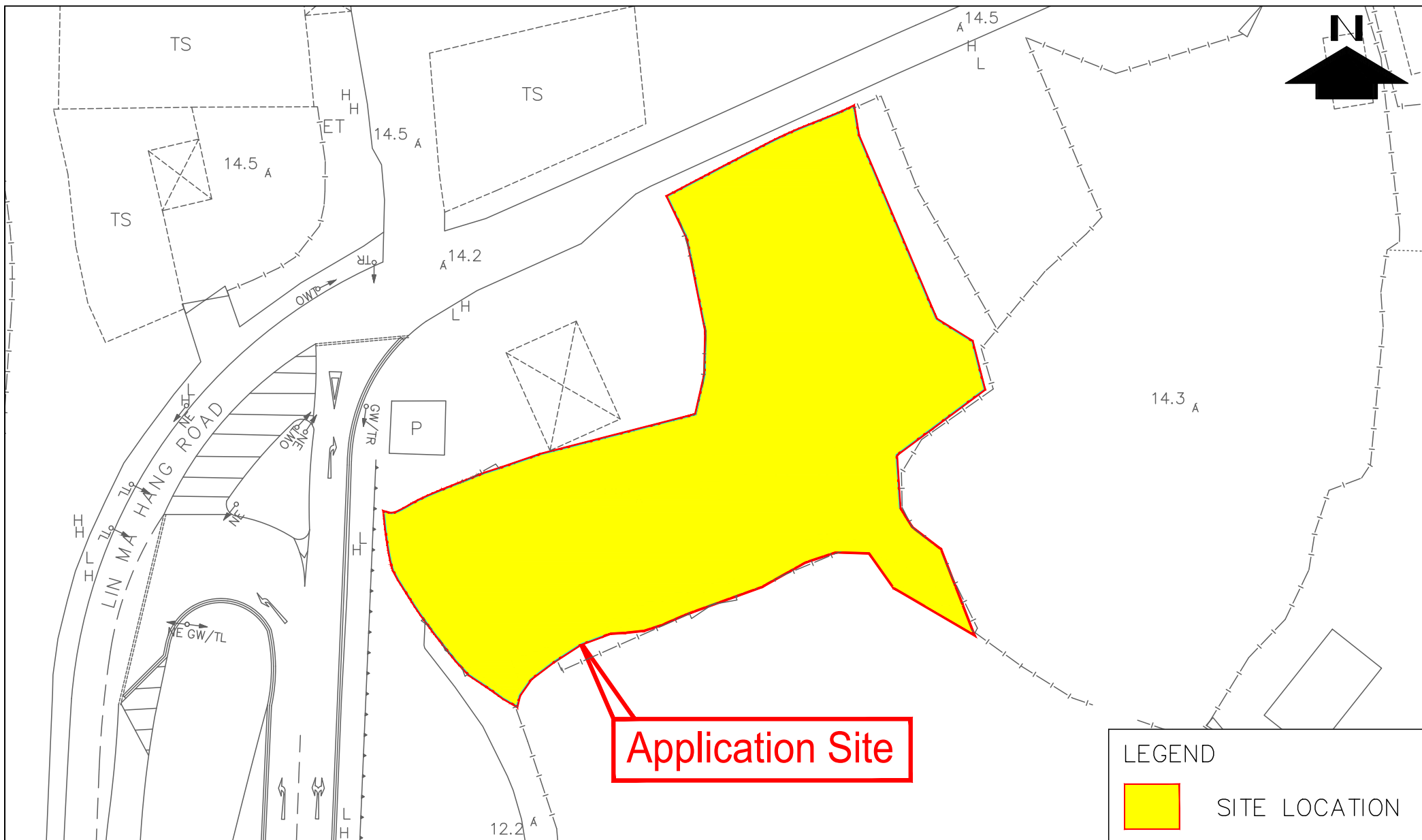
The capacity assessments indicate that all key junctions are expected to operate satisfactorily during peak periods under both the Reference and Design scenarios.

The proposed car parking provisions are in compliance with the requirements set out in the Hong Kong Planning Standards and Guidelines (HKPSG).

6.2 Conclusion

The findings of the traffic study indicate that the proposed car park would not impose any unacceptable impact on the surrounding road network and is therefore considered acceptable from a traffic engineering perspective.

Figures

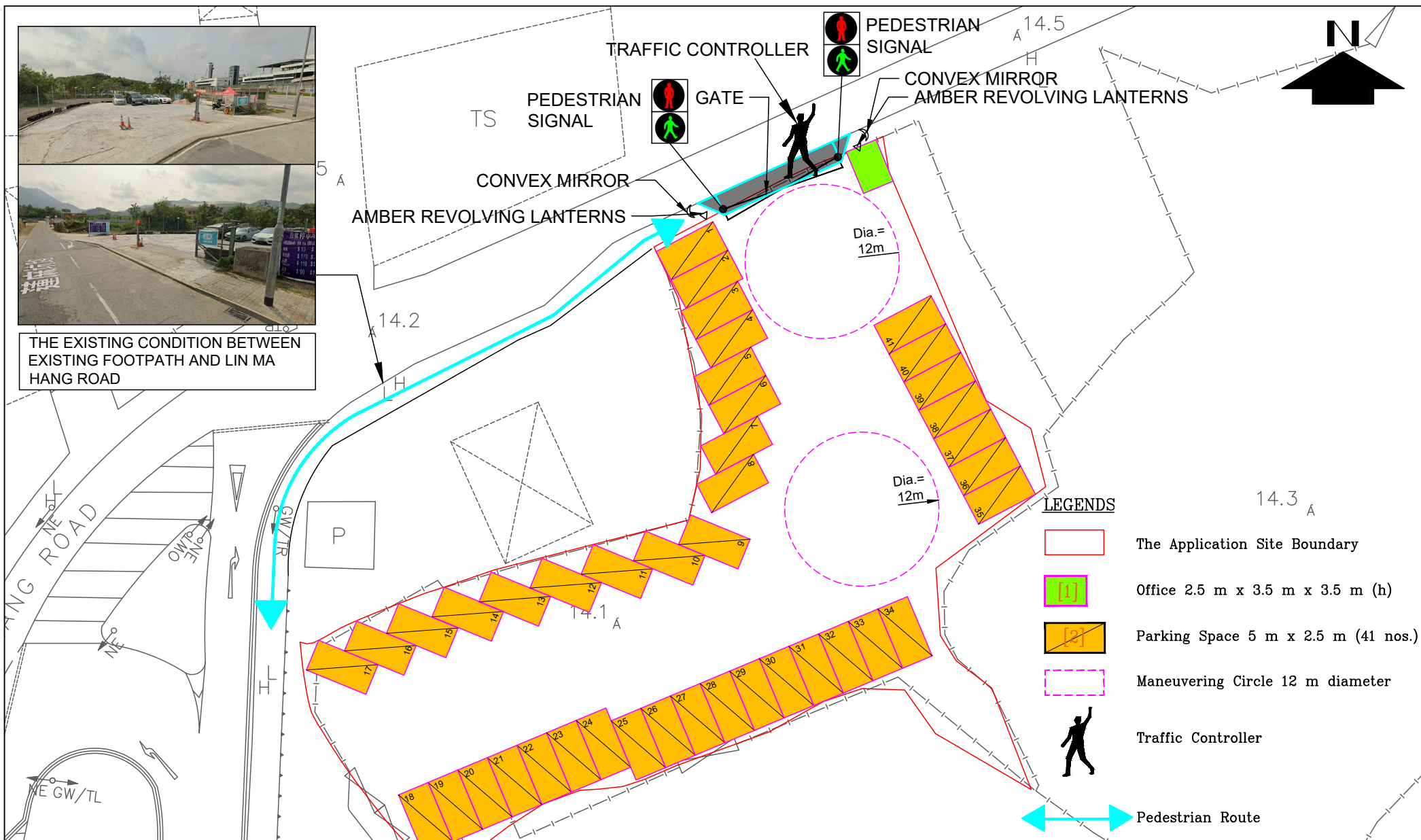


Application Site

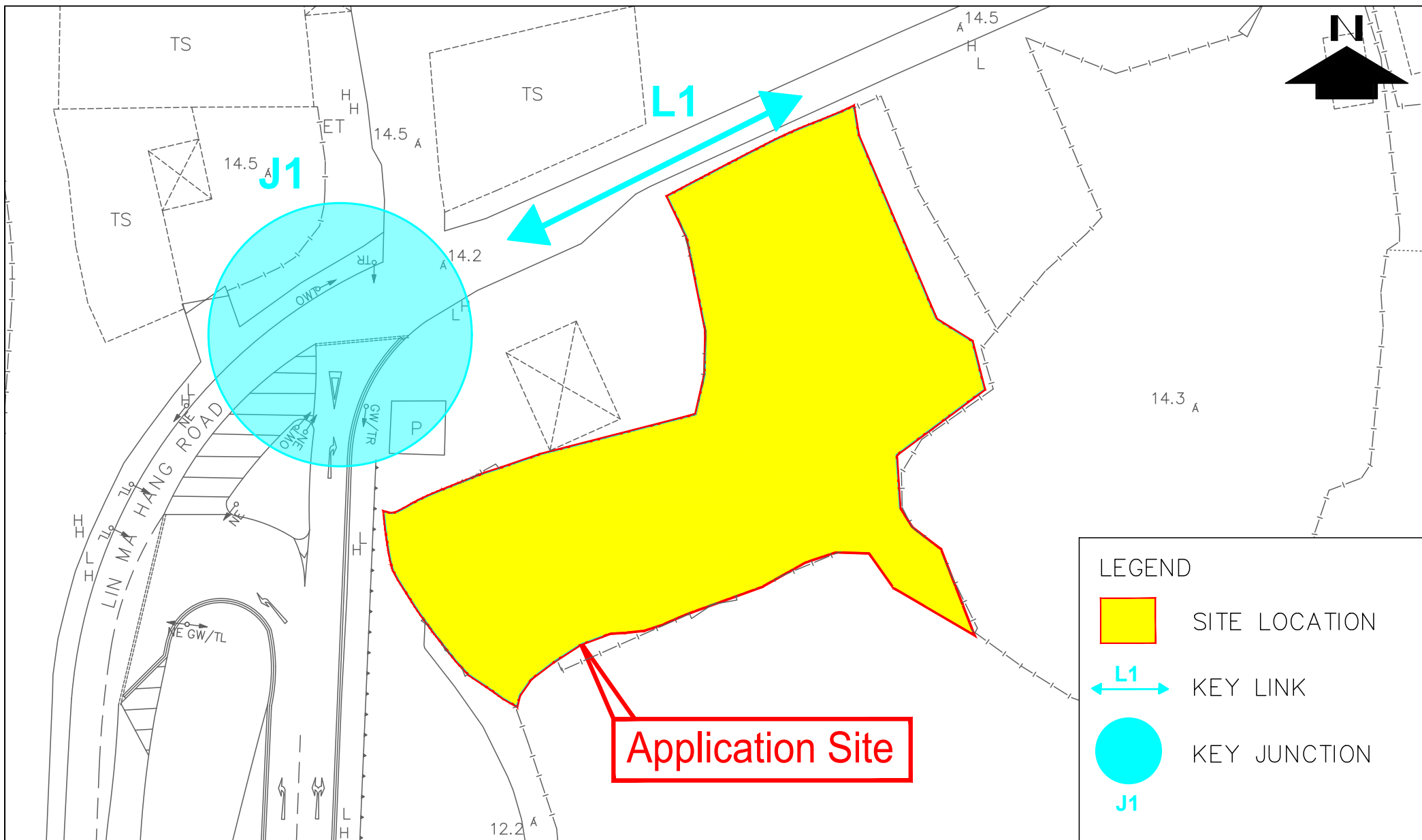
LEGEND

SITE LOCATION

PROJECT TITLE Section 16 Planning Application for Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) with Ancillary Office and Associated Filling of Land for a Period of 3 Years at Lot No. 385 S.B RP (Part) in DD 78, and adjoining Government Land, Tsung Yuen Ha, Ta Kwu Ling North, New Territories			FIGURE 2.1	
DATE OCT 2025	SCALE N.T.S	DRAWING TITLE SITE LOCATION		 AMG CONSULTANCY LIMITED
DRAWN SF	PROJECT NO. J03014			



PROJECT TITLE Section 16 Planning Application for Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) with Ancillary Office and Associated Filling of Land for a Period of 3 Years at Lot No. 385 S.B RP (Part) in DD 78, and adjoining Government Land, Tsung Yuen Ha, Ta Kwu Ling North, New Territories			FIGURE 2.2	
DATE OCT 2025	SCALE N.T.S	DRAWING TITLE SAFETY MEASURES AT THE PROPOSED VEHICULAR RUN-IN/OUT		
DRAWN SF	PROJECT NO. J03014			



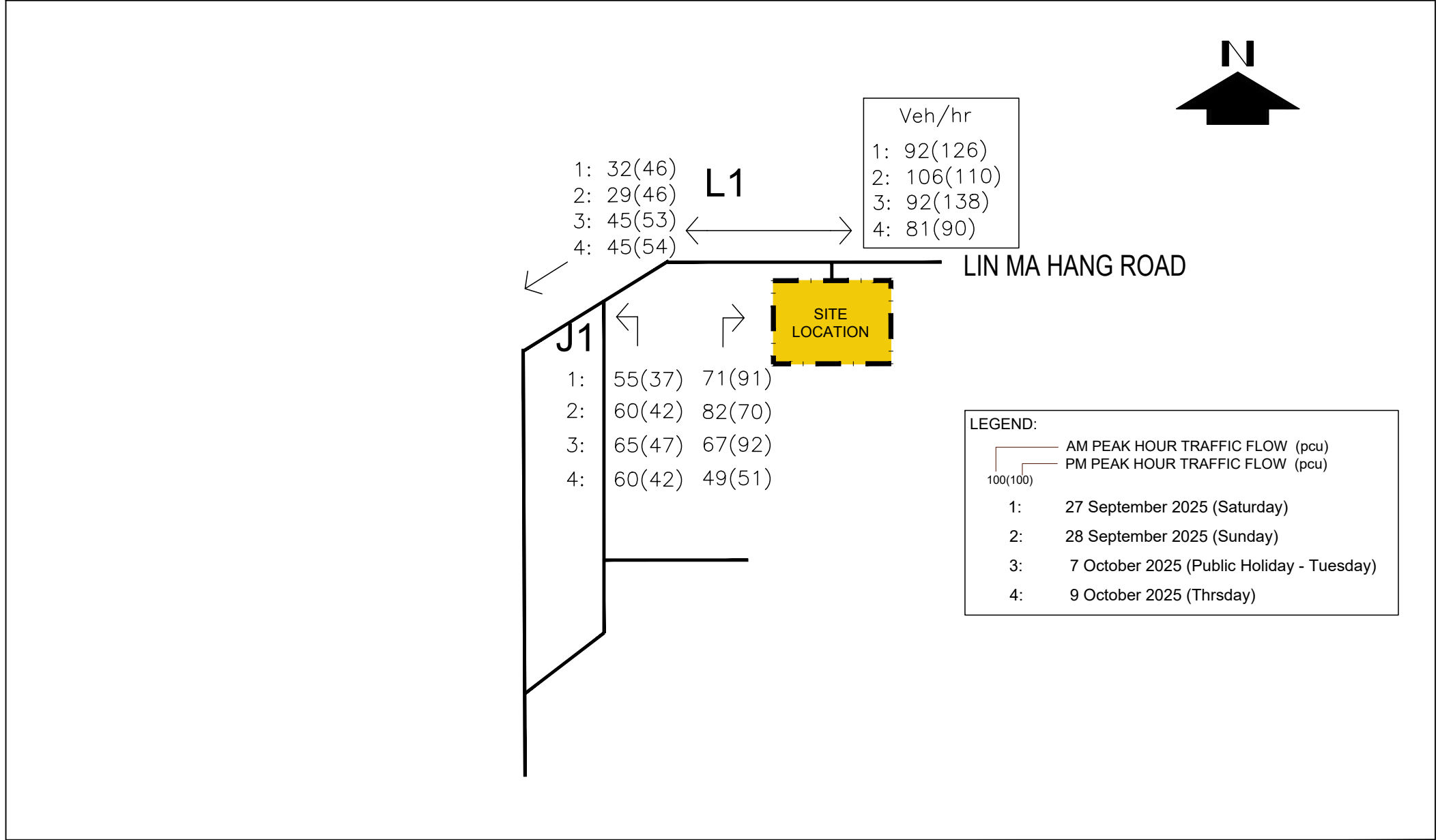
- LEGEND
- SITE LOCATION
 - L1 KEY LINK
 - J1 KEY JUNCTION

PROJECT TITLE
Section 16 Planning Application for Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) with Ancillary Office and Associated Filling of Land for a Period of 3 Years at Lot No. 385 S.B RP (Part) in DD 78, and adjoining Government Land, Tsung Yuen Ha, Ta Kwu Ling North, New Territories

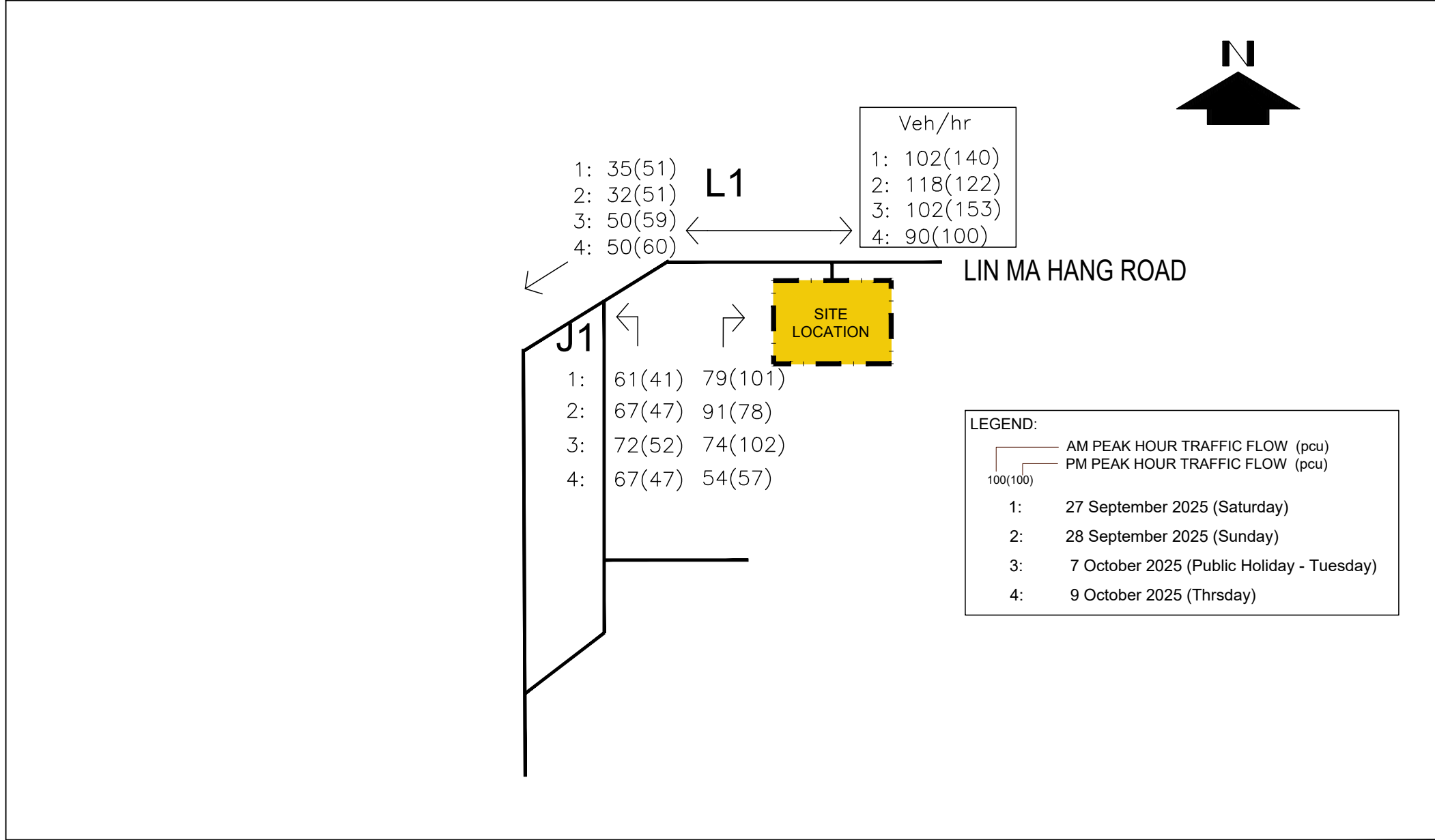
FIGURE 3.1

DATE OCT 2025	SCALE N.T.S
DRAWN SF	PROJECT NO. J03014

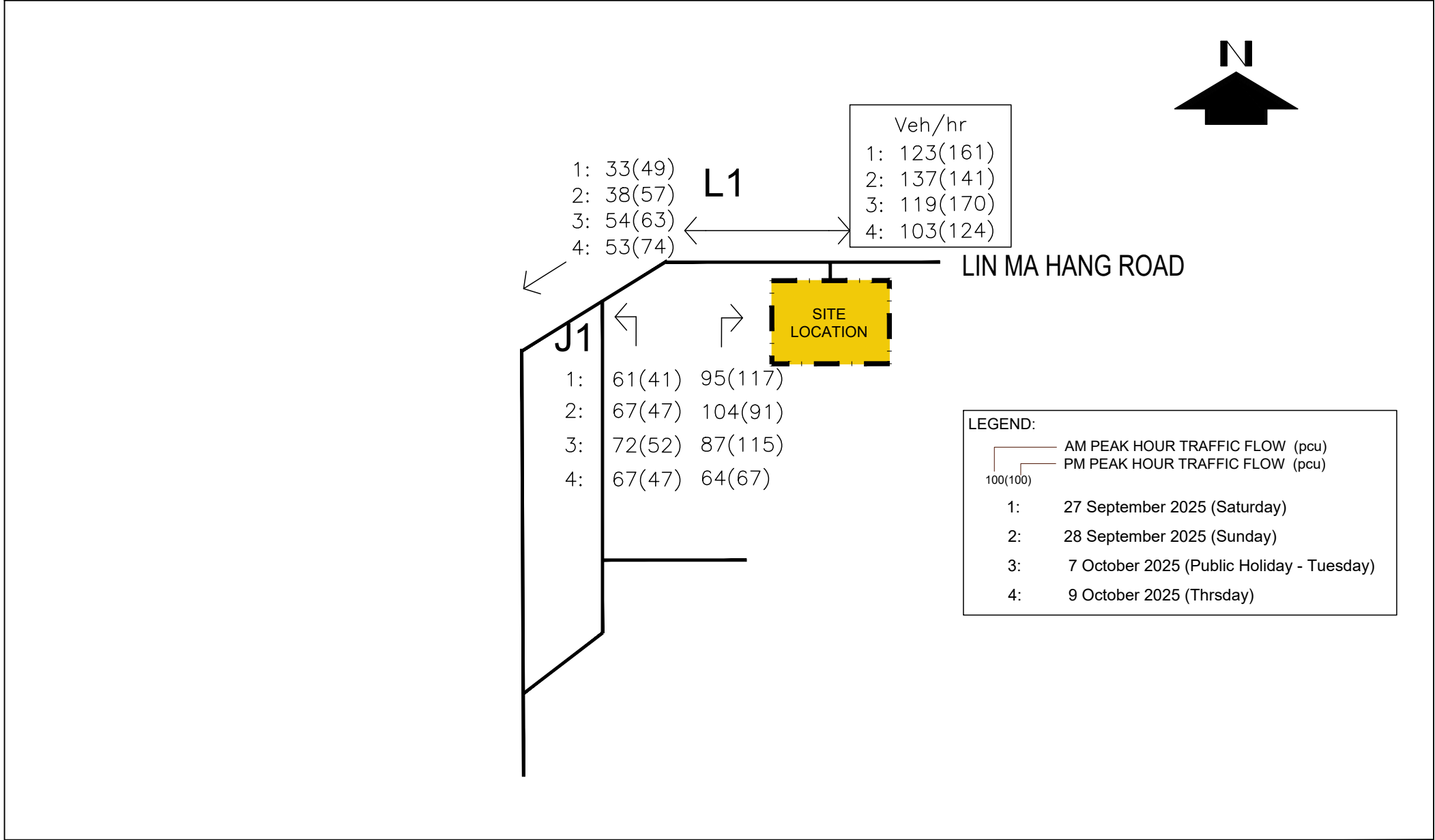
DRAWING TITLE KEY LINK AND KEY JUNCTION
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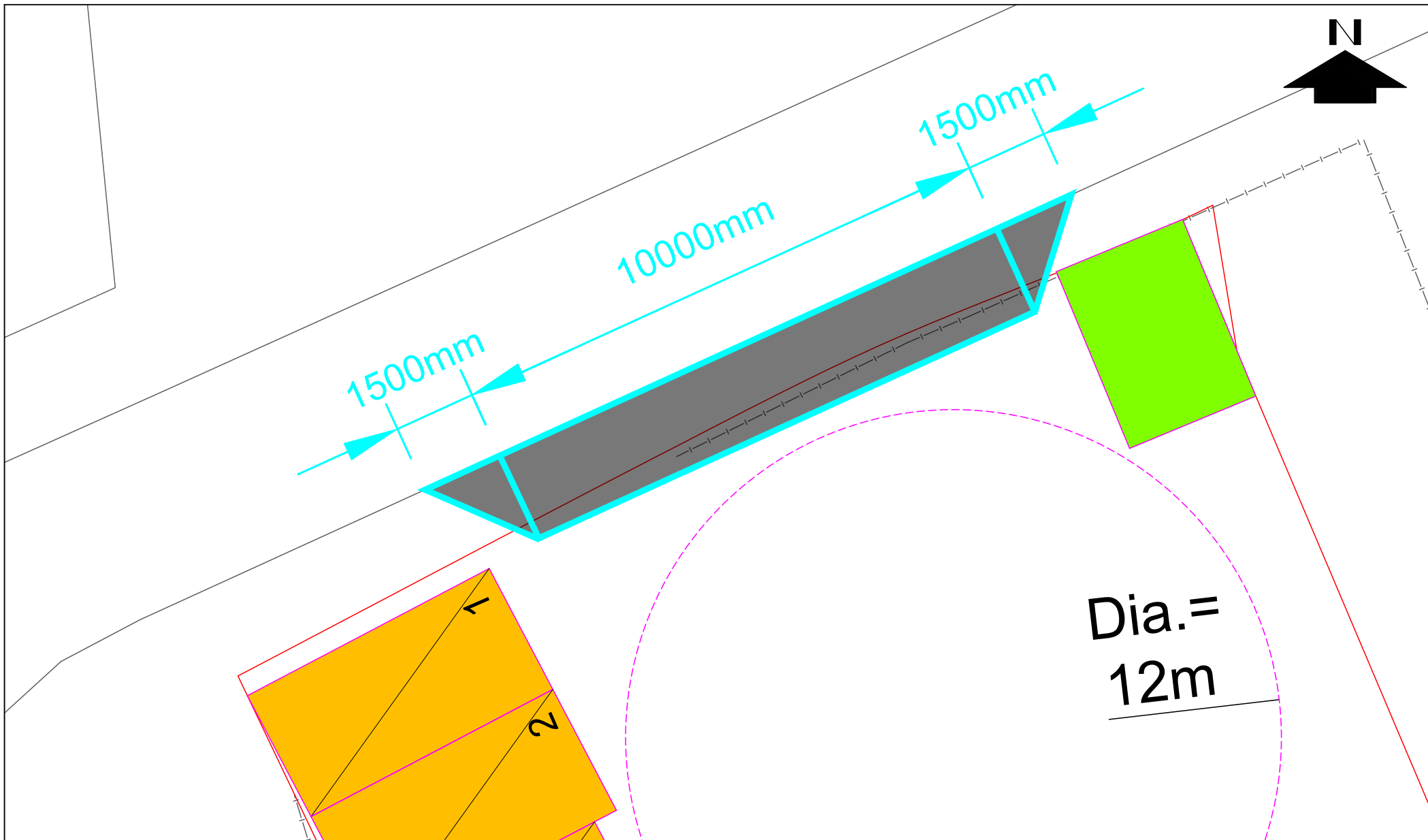
PROJECT TITLE Section 16 Planning Application for Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) with Ancillary Office and Associated Filling of Land for a Period of 3 Years at Lot No. 385 S.B RP (Part) in DD 78, and adjoining Government Land, Tsung Yuen Ha, Ta Kwu Ling North, New Territories			FIGURE 3.2
DATE OCT 2025	SCALE N.T.S	DRAWING TITLE 2025 OBSERVED PEAK HOURS TRAFFIC FLOWS	
DRAWN SF	PROJECT NO. J03014		



PROJECT TITLE Section 16 Planning Application for Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) with Ancillary Office and Associated Filling of Land for a Period of 3 Years at Lot No. 385 S.B RP (Part) in DD 78, and adjoining Government Land, Tsung Yuen Ha, Ta Kwu Ling North, New Territories			FIGURE 4.1
DATE OCT 2025	SCALE N.T.S	DRAWING TITLE 2028 REFERENCE PEAK HOURS TRAFFIC FLOWS	
DRAWN SF	PROJECT NO. J03014		



PROJECT TITLE Section 16 Planning Application for Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) with Ancillary Office and Associated Filling of Land for a Period of 3 Years at Lot No. 385 S.B RP (Part) in DD 78, and adjoining Government Land, Tsung Yuen Ha, Ta Kwu Ling North, New Territories			FIGURE 4.2
DATE OCT 2025	SCALE N.T.S	DRAWING TITLE 2028 DESIGN PEAK HOURS TRAFFIC FLOWS	
DRAWN SF	PROJECT NO. J03014		



PROJECT TITLE
Section 16 Planning Application for Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) with Ancillary Office and Associated Filling of Land for a Period of 3 Years at Lot No. 385 S.B RP (Part) in DD 78, and adjoining Government Land, Tsung Yuen Ha, Ta Kwu Ling North, New Territories

FIGURE 5.1

DATE
OCT 2025

SCALE
N.T.S

DRAWING TITLE

DRAWN
SF

PROJECT NO.
J03014

PROPOSED VEHICULAR RUN-IN/OUT





PROJECT TITLE
Section 16 Planning Application for Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) with Ancillary Office and Associated Filling of Land for a Period of 3 Years at Lot No. 385 S.B RP (Part) in DD 78, and adjoining Government Land, Tsung Yuen Ha, Ta Kwu Ling North, New Territories

FIGURE 5.1-SP01

DATE
OCT 2025

DRAWN
SF

SCALE
N.T.S

PROJECT NO.
J03014

DRAWING TITLE
SWEPT PATH ANALYSIS FOR PRIVATE CAR





PROJECT TITLE
Section 16 Planning Application for Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) with Ancillary Office and Associated Filling of Land for a Period of 3 Years at Lot No. 385 S.B RP (Part) in DD 78, and adjoining Government Land, Tsung Yuen Ha, Ta Kwu Ling North, New Territories

FIGURE 5.1-SP02

DATE	SCALE
OCT 2025	N.T.S
DRAWN	PROJECT NO.
SF	J03014

DRAWING TITLE
SWEPT PATH ANALYSIS FOR PRIVATE CAR





PROJECT TITLE Section 16 Planning Application for Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) with Ancillary Office and Associated Filling of Land for a Period of 3 Years at Lot No. 385 S.B RP (Part) in DD 78, and adjoining Government Land, Tsung Yuen Ha, Ta Kwu Ling North, New Territories			FIGURE 5.1-SP03	
DATE OCT 2025	SCALE N.T.S	DRAWING TITLE SWEPT PATH ANALYSIS FOR PRIVATE CAR		
DRAWN SF	PROJECT NO. J03014			

PROJECT TITLE Section 16 Planning Application for Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) with Ancillary Office and Associated Filling of Land for a Period of 3 Years at Lot No. 385 S.B RP (Part) in DD 78, and adjoining Government Land, Tsung Yuen Ha, Ta Kwu Ling North, New Territories			FIGURE 5.1-SP04
DATE OCT 2025	SCALE N.T.S	DRAWING TITLE SWEPT PATH ANALYSIS FOR PRIVATE CAR	
DRAWN SF	PROJECT NO. J03014		



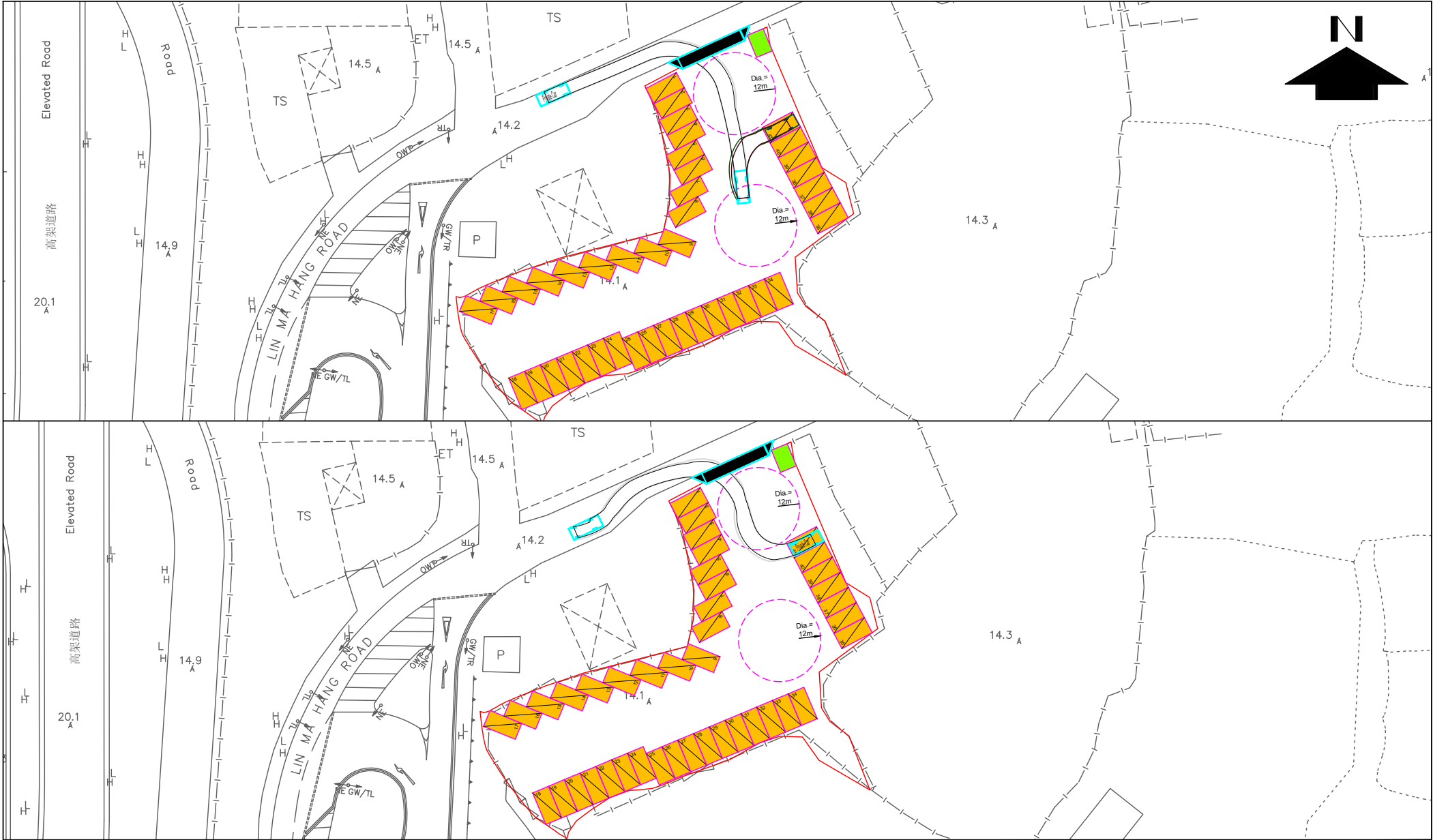
PROJECT TITLE Section 16 Planning Application for Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) with Ancillary Office and Associated Filling of Land for a Period of 3 Years at Lot No. 385 S.B RP (Part) in DD 78, and adjoining Government Land, Tsung Yuen Ha, Ta Kwu Ling North, New Territories		FIGURE 5.1-SP05	
DATE OCT 2025	SCALE N.T.S	DRAWING TITLE SWEPT PATH ANALYSIS FOR PRIVATE CAR	
DRAWN SF	PROJECT NO. J03014		

FIGURE 5.1-SP06

DRAWING TITLE

SWEPT PATH ANALYSIS FOR PRIVATE CAR





PROJECT TITLE Section 16 Planning Application for Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) with Ancillary Office and Associated Filling of Land for a Period of 3 Years at Lot No. 385 S.B RP (Part) in DD 78, and adjoining Government Land, Tsung Yuen Ha, Ta Kwu Ling North, New Territories			FIGURE 5.1-SP07	
DATE OCT 2025	SCALE N.T.S	DRAWING TITLE SWEPT PATH ANALYSIS FOR PRIVATE CAR		
DRAWN SF	PROJECT NO. J03014			

Appendix A

Junction Analysis

AMG CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Lot No. 385 S.B RP (Part) in DD 78, and adjoining Government Land, Tsung Yuen Ha		PROJECT NO.: J03014	PREPARED BY:	CF	Oct-25
Lin Ma Hang Road SB/ Horseshoe Curve at Lin Ma Hang Road	2025 Observed Flows AM	FILENAME :	CHECKED BY:	MC	Oct-25
2025-09-27 Saturday		REFERENCE NO.:	REVIEWED BY:	SF	Oct-25

NOTES : (GEOMETRIC INPUT DATA)

W = MAJOR ROAD WIDTH
W cr = CENTRAL RESERVE WIDTH
W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b

D = STREAM-SPECIFIC B-A
E = STREAM-SPECIFIC B-C
F = STREAM-SPECIFIC C-B
Y = (1-0.0345W)

GEOMETRIC DETAILS: MAJOR ROAD (ARM A) W = 3.66 (metres) W cr = 0 (metres) q a-b = 0 (pcu/hr) q a-c = 0 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 3.66 (metres) Vr c-b = 0 (metres) q c-a = 0 (pcu/hr) q c-b = 0 (pcu/hr) MINOR ROAD (ARM B) W b-a = 3.90 (metres) W b-c = 10.50 (metres) Vl b-a = 60 (metres) Vr b-a = 200 (metres) Vr b-c = 180 (metres) q b-a = 71 (pcu/hr) q b-c = 55 (pcu/hr)	GEOMETRIC FACTORS : D = 1.0379436 E = 1.7326706 F = 0.8928385 Y = 0.87373 F for (Qb-ac) = 0.4365079	THE CAPACITY OF MOVEMENT : Q b-a = 651 Q b-c = 1291 Q b-c (O) = 1256 Q c-b = 665 Q b-ac = 830.8 TOTAL FLOW = 55 (PCU/HR)	COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.1091 DFC b-c = 0.0426 DFC c-b = 0.0000 CRITICAL DFC = 0.11
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AMG CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Lot No. 385 S.B RP (Part) in DD 78, and adjoining Government Land, Tsung Yuen Ha		PROJECT NO.: J03014	PREPARED BY:	CF	Oct-25
Lin Ma Hang Road SB/ Horseshoe Curve at Lin Ma Hang Road	2025 Observed Flows PM	FILENAME :	CHECKED BY:	MC	Oct-25
2025-09-27 Saturday		REFERENCE NO.:	REVIEWED BY:	SF	Oct-25

Horseshoe Curve at Lin Ma Hang Road near Tsung Yuen Ha Bus Station
(ARM B)

NOTES : (GEOMETRIC INPUT DATA)

W = MAJOR ROAD WIDTH
W cr = CENTRAL RESERVE WIDTH
W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b

D = STREAM-SPECIFIC B-A
E = STREAM-SPECIFIC B-C
F = STREAM-SPECIFIC C-B
Y = (1-0.0345W)

GEOMETRIC DETAILS: MAJOR ROAD (ARM A) W = 3.66 (metres) W cr = 0 (metres) q a-b = 0 (pcu/hr) q a-c = 0 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 3.66 (metres) Vr c-b = 0 (metres) q c-a = 0 (pcu/hr) q c-b = 0 (pcu/hr) MINOR ROAD (ARM B) W b-a = 3.90 (metres) W b-c = 10.50 (metres) Vl b-a = 60 (metres) Vr b-a = 200 (metres) Vr b-c = 180 (metres) q b-a = 91 (pcu/hr) q b-c = 37 (pcu/hr)	GEOMETRIC FACTORS : D = 1.0379436 E = 1.7326706 F = 0.8928385 Y = 0.87373 F for (Qb-ac) = 0.2890625	THE CAPACITY OF MOVEMENT : Q b-a = 651 Q b-c = 1291 Q b-c (O) = 1246 Q c-b = 665 Q b-ac = 759.9 TOTAL FLOW = 37 (PCU/HR)	COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.1398 DFC b-c = 0.0287 DFC c-b = 0.0000 CRITICAL DFC = 0.14
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AMG CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Lot No. 385 S.B RP (Part) in DD 78, and adjoining Government Land, Tsung Yuen Ha		PROJECT NO.: J03014	PREPARED BY:	CF	Oct-25
Lin Ma Hang Road SB/ Horseshoe Curve at Lin Ma Hang Road	2028 Reference Flows AM	FILENAME :	CHECKED BY:	MC	Oct-25
2025-09-27 Saturday		REFERENCE NO.:	REVIEWED BY:	SF	Oct-25

NOTES : (GEOMETRIC INPUT DATA)

W = MAJOR ROAD WIDTH
W cr = CENTRAL RESERVE WIDTH
W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b

D = STREAM-SPECIFIC B-A
E = STREAM-SPECIFIC B-C
F = STREAM-SPECIFIC C-B
Y = (1-0.0345W)

GEOMETRIC DETAILS: MAJOR ROAD (ARM A) W = 3.66 (metres) W cr = 0 (metres) q a-b = 0 (pcu/hr) q a-c = 0 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 3.66 (metres) Vr c-b = 0 (metres) q c-a = 0 (pcu/hr) q c-b = 0 (pcu/hr) MINOR ROAD (ARM B) W b-a = 3.90 (metres) W b-c = 10.50 (metres) Vl b-a = 60 (metres) Vr b-a = 200 (metres) Vr b-c = 180 (metres) q b-a = 79 (pcu/hr) q b-c = 61 (pcu/hr)	GEOMETRIC FACTORS : D = 1.0379436 E = 1.7326706 F = 0.8928385 Y = 0.87373 F for (Qb-ac) = 0.4357143	THE CAPACITY OF MOVEMENT : Q b-a = 651 Q b-c = 1291 Q b-c (O) = 1252 Q c-b = 665 Q b-ac = 830.4 TOTAL FLOW = 61 (PCU/HR)	COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.1214 DFC b-c = 0.0473 DFC c-b = 0.0000 CRITICAL DFC = 0.12
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AMG CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Lot No. 385 S.B RP (Part) in DD 78, and adjoining Government Land, Tsung Yuen Ha		PROJECT NO.: J03014	PREPARED BY:	CF	Oct-25
Lin Ma Hang Road SB/ Horseshoe Curve at Lin Ma Hang Road	2028 Reference Flows PM	FILENAME :	CHECKED BY:	MC	Oct-25
2025-09-27 Saturday		REFERENCE NO.:	REVIEWED BY:	SF	Oct-25

Horseshoe Curve at Lin Ma Hang Road near Tsung Yuen Ha Bus Station
(ARM B)

NOTES : (GEOMETRIC INPUT DATA)

W = MAJOR ROAD WIDTH
W cr = CENTRAL RESERVE WIDTH
W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b

D = STREAM-SPECIFIC B-A
E = STREAM-SPECIFIC B-C
F = STREAM-SPECIFIC C-B
Y = (1-0.0345W)

GEOMETRIC DETAILS: MAJOR ROAD (ARM A) W = 3.66 (metres) W cr = 0 (metres) q a-b = 0 (pcu/hr) q a-c = 0 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 3.66 (metres) Vr c-b = 0 (metres) q c-a = 0 (pcu/hr) q c-b = 0 (pcu/hr) MINOR ROAD (ARM B) W b-a = 3.90 (metres) W b-c = 10.50 (metres) Vl b-a = 60 (metres) Vr b-a = 200 (metres) Vr b-c = 180 (metres) q b-a = 101 (pcu/hr) q b-c = 41 (pcu/hr)	GEOMETRIC FACTORS : D = 1.0379436 E = 1.7326706 F = 0.8928385 Y = 0.87373 F for (Qb-ac) = 0.2887324	THE CAPACITY OF MOVEMENT : Q b-a = 651 Q b-c = 1291 Q b-c (O) = 1241 Q c-b = 665 Q b-ac = 759.7 TOTAL FLOW = 41 (PCU/HR)	COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.1551 DFC b-c = 0.0318 DFC c-b = 0.0000 CRITICAL DFC = 0.16
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AMG CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Lot No. 385 S.B RP (Part) in DD 78, and adjoining Government Land, Tsung Yuen Ha		PROJECT NO.: J03014	PREPARED BY:	CF	Oct-25
Lin Ma Hang Road SB/ Horseshoe Curve at Lin Ma Hang Road	2028 Design Flows AM	FILENAME :	CHECKED BY:	MC	Oct-25
2025-09-27 Saturday		REFERENCE NO.:	REVIEWED BY:	SF	Oct-25

Horseshoe Curve at Lin Ma Hang Road near Tsung Yuen Ha Bus Station
(ARM B)

NOTES : (GEOMETRIC INPUT DATA)

W = MAJOR ROAD WIDTH
W cr = CENTRAL RESERVE WIDTH
W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D = STREAM-SPECIFIC B-A
E = STREAM-SPECIFIC B-C
F = STREAM-SPECIFIC C-B
Y = (1-0.0345W)

GEOMETRIC DETAILS: MAJOR ROAD (ARM A) W = 3.66 (metres) W cr = 0 (metres) q a-b = 0 (pcu/hr) q a-c = 0 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 3.66 (metres) Vr c-b = 0 (metres) q c-a = 0 (pcu/hr) q c-b = 0 (pcu/hr) MINOR ROAD (ARM B) W b-a = 3.90 (metres) W b-c = 10.50 (metres) Vl b-a = 60 (metres) Vr b-a = 200 (metres) Vr b-c = 180 (metres) q b-a = 95 (pcu/hr) q b-c = 61 (pcu/hr)	GEOMETRIC FACTORS : D = 1.0379436 E = 1.7326706 F = 0.8928385 Y = 0.87373 F for (Qb-ac) = 0.3910256	THE CAPACITY OF MOVEMENT : Q b-a = 651 Q b-c = 1291 Q b-c (O) = 1244 Q c-b = 665 Q b-ac = 807.5 TOTAL FLOW = 61 (PCU/HR)	COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.1459 DFC b-c = 0.0473 DFC c-b = 0.0000 CRITICAL DFC = 0.15
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AMG CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Lot No. 385 S.B RP (Part) in DD 78, and adjoining Government Land, Tsung Yuen Ha		PROJECT NO.: J03014	PREPARED BY:	CF	Oct-25
Lin Ma Hang Road SB/ Horseshoe Curve at Lin Ma Hang Road	2028 Design Flows PM	FILENAME :	CHECKED BY:	MC	Oct-25
2025-09-27 Saturday		REFERENCE NO.:	REVIEWED BY:	SF	Oct-25

Horseshoe Curve at Lin Ma Hang Road near Tsung Yuen Ha Bus Station
(ARM B)

NOTES : (GEOMETRIC INPUT DATA)

W = MAJOR ROAD WIDTH
W cr = CENTRAL RESERVE WIDTH
W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b

D = STREAM-SPECIFIC B-A
E = STREAM-SPECIFIC B-C
F = STREAM-SPECIFIC C-B
Y = (1-0.0345W)

GEOMETRIC DETAILS: MAJOR ROAD (ARM A) W = 3.66 (metres) W cr = 0 (metres) q a-b = 0 (pcu/hr) q a-c = 0 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 3.66 (metres) Vr c-b = 0 (metres) q c-a = 0 (pcu/hr) q c-b = 0 (pcu/hr) MINOR ROAD (ARM B) W b-a = 3.90 (metres) W b-c = 10.50 (metres) Vl b-a = 60 (metres) Vr b-a = 200 (metres) Vr b-c = 180 (metres) q b-a = 117 (pcu/hr) q b-c = 41 (pcu/hr)	GEOMETRIC FACTORS : D = 1.0379436 E = 1.7326706 F = 0.8928385 Y = 0.87373 F for (Qb-ac) = 0.2594937	THE CAPACITY OF MOVEMENT : Q b-a = 651 Q b-c = 1291 Q b-c (O) = 1233 Q c-b = 665 Q b-ac = 747.1 TOTAL FLOW = 41 (PCU/HR)	COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.1797 DFC b-c = 0.0318 DFC c-b = 0.0000 CRITICAL DFC = 0.18
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AMG CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Lot No. 385 S.B RP (Part) in DD 78, and adjoining Government Land, Tsung Yuen Ha		PROJECT NO.: J03014	PREPARED BY:	CF	Oct-25
Lin Ma Hang Road SB/ Horseshoe Curve at Lin Ma Hang Road	2025 Observed Flows AM	FILENAME :	CHECKED BY:	MC	Oct-25
2025-09-28 Sunday		REFERENCE NO.:	REVIEWED BY:	SF	Oct-25

Horseshoe Curve at Lin Ma Hang Road near Tsung Yuen Ha Bus Station
(ARM B)

NOTES : (GEOMETRIC INPUT DATA)

W = MAJOR ROAD WIDTH
W cr = CENTRAL RESERVE WIDTH
W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b

D = STREAM-SPECIFIC B-A
E = STREAM-SPECIFIC B-C
F = STREAM-SPECIFIC C-B
Y = (1-0.0345W)

GEOMETRIC DETAILS: MAJOR ROAD (ARM A) W = 3.66 (metres) W cr = 0 (metres) q a-b = 0 (pcu/hr) q a-c = 0 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 3.66 (metres) Vr c-b = 0 (metres) q c-a = 0 (pcu/hr) q c-b = 0 (pcu/hr) MINOR ROAD (ARM B) W b-a = 3.90 (metres) W b-c = 10.50 (metres) Vl b-a = 60 (metres) Vr b-a = 200 (metres) Vr b-c = 180 (metres) q b-a = 82 (pcu/hr) q b-c = 60 (pcu/hr)	GEOMETRIC FACTORS : D = 1.0379436 E = 1.7326706 F = 0.8928385 Y = 0.87373 F for (Qb-ac) = 0.4225352	THE CAPACITY OF MOVEMENT : Q b-a = 651 Q b-c = 1291 Q b-c (O) = 1250 Q c-b = 665 Q b-ac = 823.5 TOTAL FLOW = 60 (PCU/HR)	COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.1260 DFC b-c = 0.0465 DFC c-b = 0.0000 CRITICAL DFC = 0.13
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AMG CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Lot No. 385 S.B RP (Part) in DD 78, and adjoining Government Land, Tsung Yuen Ha		PROJECT NO.: J03014	PREPARED BY:	CF	Oct-25
Lin Ma Hang Road SB/ Horseshoe Curve at Lin Ma Hang Road	2025 Observed Flows PM	FILENAME :	CHECKED BY:	MC	Oct-25
2025-09-28 Sunday		REFERENCE NO.:	REVIEWED BY:	SF	Oct-25

Horseshoe Curve at Lin Ma Hang Road near Tsung Yuen Ha Bus Station
(ARM B)

NOTES : (GEOMETRIC INPUT DATA)

W = MAJOR ROAD WIDTH
W cr = CENTRAL RESERVE WIDTH
W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b

D = STREAM-SPECIFIC B-A
E = STREAM-SPECIFIC B-C
F = STREAM-SPECIFIC C-B
Y = (1-0.0345W)

GEOMETRIC DETAILS: MAJOR ROAD (ARM A) W = 3.66 (metres) W cr = 0 (metres) q a-b = 0 (pcu/hr) q a-c = 0 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 3.66 (metres) Vr c-b = 0 (metres) q c-a = 0 (pcu/hr) q c-b = 0 (pcu/hr) MINOR ROAD (ARM B) W b-a = 3.90 (metres) W b-c = 10.50 (metres) Vl b-a = 60 (metres) Vr b-a = 200 (metres) Vr b-c = 180 (metres) q b-a = 70 (pcu/hr) q b-c = 42 (pcu/hr)	GEOMETRIC FACTORS : D = 1.0379436 E = 1.7326706 F = 0.8928385 Y = 0.87373 F for (Qb-ac) = 0.375	THE CAPACITY OF MOVEMENT : Q b-a = 651 Q b-c = 1291 Q b-c (O) = 1256 Q c-b = 665 Q b-ac = 799.7 TOTAL FLOW = 42 (PCU/HR)	COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.1075 DFC b-c = 0.0325 DFC c-b = 0.0000 CRITICAL DFC = 0.11
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AMG CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Lot No. 385 S.B RP (Part) in DD 78, and adjoining Government Land, Tsung Yuen Ha		PROJECT NO.: J03014	PREPARED BY:	CF	Oct-25
Lin Ma Hang Road SB/ Horseshoe Curve at Lin Ma Hang Road	2028 Reference Flows AM	FILENAME :	CHECKED BY:	MC	Oct-25
2025-09-28 Sunday		REFERENCE NO.:	REVIEWED BY:	SF	Oct-25

NOTES : (GEOMETRIC INPUT DATA)

W = MAJOR ROAD WIDTH
W cr = CENTRAL RESERVE WIDTH
W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b

D = STREAM-SPECIFIC B-A
E = STREAM-SPECIFIC B-C
F = STREAM-SPECIFIC C-B
Y = (1-0.0345W)

GEOMETRIC DETAILS: MAJOR ROAD (ARM A) W = 3.66 (metres) W cr = 0 (metres) q a-b = 0 (pcu/hr) q a-c = 0 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 3.66 (metres) Vr c-b = 0 (metres) q c-a = 0 (pcu/hr) q c-b = 0 (pcu/hr) MINOR ROAD (ARM B) W b-a = 3.90 (metres) W b-c = 10.50 (metres) Vl b-a = 60 (metres) Vr b-a = 200 (metres) Vr b-c = 180 (metres) q b-a = 91 (pcu/hr) q b-c = 67 (pcu/hr)	GEOMETRIC FACTORS : D = 1.0379436 E = 1.7326706 F = 0.8928385 Y = 0.87373 F for (Qb-ac) = 0.4240506	THE CAPACITY OF MOVEMENT : Q b-a = 651 Q b-c = 1291 Q b-c (O) = 1246 Q c-b = 665 Q b-ac = 824.3 TOTAL FLOW = 67 (PCU/HR)	COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.1398 DFC b-c = 0.0519 DFC c-b = 0.0000 CRITICAL DFC = 0.14
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AMG CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Lot No. 385 S.B RP (Part) in DD 78, and adjoining Government Land, Tsung Yuen Ha		PROJECT NO.: J03014	PREPARED BY:	CF	Oct-25
Lin Ma Hang Road SB/ Horseshoe Curve at Lin Ma Hang Road	2028 Reference Flows PM	FILENAME :	CHECKED BY:	MC	Oct-25
2025-09-28 Sunday		REFERENCE NO.:	REVIEWED BY:	SF	Oct-25

Horseshoe Curve at Lin Ma Hang Road near Tsung Yuen Ha Bus Station
(ARM B)

NOTES : (GEOMETRIC INPUT DATA)

W = MAJOR ROAD WIDTH
W cr = CENTRAL RESERVE WIDTH
W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b

D = STREAM-SPECIFIC B-A
E = STREAM-SPECIFIC B-C
F = STREAM-SPECIFIC C-B
Y = (1-0.0345W)

GEOMETRIC DETAILS: MAJOR ROAD (ARM A) W = 3.66 (metres) W cr = 0 (metres) q a-b = 0 (pcu/hr) q a-c = 0 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 3.66 (metres) Vr c-b = 0 (metres) q c-a = 0 (pcu/hr) q c-b = 0 (pcu/hr) MINOR ROAD (ARM B) W b-a = 3.90 (metres) W b-c = 10.50 (metres) Vl b-a = 60 (metres) Vr b-a = 200 (metres) Vr b-c = 180 (metres) q b-a = 78 (pcu/hr) q b-c = 47 (pcu/hr)	GEOMETRIC FACTORS : D = 1.0379436 E = 1.7326706 F = 0.8928385 Y = 0.87373 F for (Qb-ac) = 0.376	THE CAPACITY OF MOVEMENT : Q b-a = 651 Q b-c = 1291 Q b-c (O) = 1252 Q c-b = 665 Q b-ac = 800.1 TOTAL FLOW = 47 (PCU/HR)	COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.1198 DFC b-c = 0.0364 DFC c-b = 0.0000 CRITICAL DFC = 0.12
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AMG CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Lot No. 385 S.B RP (Part) in DD 78, and adjoining Government Land, Tsung Yuen Ha		PROJECT NO.: J03014	PREPARED BY:	CF	Oct-25
Lin Ma Hang Road SB/ Horseshoe Curve at Lin Ma Hang Road	2028 Design Flows AM	FILENAME :	CHECKED BY:	MC	Oct-25
2025-09-28 Sunday		REFERENCE NO.:	REVIEWED BY:	SF	Oct-25

Horseshoe Curve at Lin Ma Hang Road near Tsung Yuen Ha Bus Station
(ARM B)

NOTES : (GEOMETRIC INPUT DATA)

W = MAJOR ROAD WIDTH
W cr = CENTRAL RESERVE WIDTH
W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b

D = STREAM-SPECIFIC B-A
E = STREAM-SPECIFIC B-C
F = STREAM-SPECIFIC C-B
Y = (1-0.0345W)

GEOMETRIC DETAILS: MAJOR ROAD (ARM A) W = 3.66 (metres) W cr = 0 (metres) q a-b = 0 (pcu/hr) q a-c = 0 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 3.66 (metres) Vr c-b = 0 (metres) q c-a = 0 (pcu/hr) q c-b = 0 (pcu/hr) MINOR ROAD (ARM B) W b-a = 3.90 (metres) W b-c = 10.50 (metres) Vl b-a = 60 (metres) Vr b-a = 200 (metres) Vr b-c = 180 (metres) q b-a = 104 (pcu/hr) q b-c = 67 (pcu/hr)	GEOMETRIC FACTORS : D = 1.0379436 E = 1.7326706 F = 0.8928385 Y = 0.87373 F for (Qb-ac) = 0.3918129	THE CAPACITY OF MOVEMENT : Q b-a = 651 Q b-c = 1291 Q b-c (O) = 1239 Q c-b = 665 Q b-ac = 807.9 TOTAL FLOW = 67 (PCU/HR)	COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.1598 DFC b-c = 0.0519 DFC c-b = 0.0000 CRITICAL DFC = 0.16
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AMG CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Lot No. 385 S.B RP (Part) in DD 78, and adjoining Government Land, Tsung Yuen Ha		PROJECT NO.: J03014	PREPARED BY:	CF	Oct-25
Lin Ma Hang Road SB/ Horseshoe Curve at Lin Ma Hang Road		FILENAME :	CHECKED BY:	MC	Oct-25
2025-09-28 Sunday		REFERENCE NO.:	REVIEWED BY:	SF	Oct-25

Horseshoe Curve at Lin Ma Hang Road near Tsung Yuen Ha Bus Station
(ARM B)

NOTES : (GEOMETRIC INPUT DATA)

W = MAJOR ROAD WIDTH
W cr = CENTRAL RESERVE WIDTH
W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b

D = STREAM-SPECIFIC B-A
E = STREAM-SPECIFIC B-C
F = STREAM-SPECIFIC C-B
Y = (1-0.0345W)

GEOMETRIC DETAILS: MAJOR ROAD (ARM A) W = 3.66 (metres) W cr = 0 (metres) q a-b = 0 (pcu/hr) q a-c = 0 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 3.66 (metres) Vr c-b = 0 (metres) q c-a = 0 (pcu/hr) q c-b = 0 (pcu/hr) MINOR ROAD (ARM B) W b-a = 3.90 (metres) W b-c = 10.50 (metres) Vl b-a = 60 (metres) Vr b-a = 200 (metres) Vr b-c = 180 (metres) q b-a = 91 (pcu/hr) q b-c = 47 (pcu/hr)	GEOMETRIC FACTORS : D = 1.0379436 E = 1.7326706 F = 0.8928385 Y = 0.87373 F for (Qb-ac) = 0.3405797	THE CAPACITY OF MOVEMENT : Q b-a = 651 Q b-c = 1291 Q b-c (O) = 1246 Q c-b = 665 Q b-ac = 783.2 TOTAL FLOW = 47 (PCU/HR)	COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.1398 DFC b-c = 0.0364 DFC c-b = 0.0000 CRITICAL DFC = 0.14
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AMG CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Lot No. 385 S.B RP (Part) in DD 78, and adjoining Government Land, Tsung Yuen Ha		PROJECT NO.: J03014	PREPARED BY:	CF	Oct-25
Lin Ma Hang Road SB/ Horseshoe Curve at Lin Ma Hang Road	2025 Observed Flows AM	FILENAME :	CHECKED BY:	MC	Oct-25
2025-10-07 Public Holiday		REFERENCE NO.:	REVIEWED BY:	SF	Oct-25

NOTES : (GEOMETRIC INPUT DATA)

W = MAJOR ROAD WIDTH
W cr = CENTRAL RESERVE WIDTH
W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b

D = STREAM-SPECIFIC B-A
E = STREAM-SPECIFIC B-C
F = STREAM-SPECIFIC C-B
Y = (1-0.0345W)

GEOMETRIC DETAILS: MAJOR ROAD (ARM A) W = 3.66 (metres) W cr = 0 (metres) q a-b = 0 (pcu/hr) q a-c = 0 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 3.66 (metres) Vr c-b = 0 (metres) q c-a = 0 (pcu/hr) q c-b = 0 (pcu/hr) MINOR ROAD (ARM B) W b-a = 3.90 (metres) W b-c = 10.50 (metres) Vl b-a = 60 (metres) Vr b-a = 200 (metres) Vr b-c = 180 (metres) q b-a = 67 (pcu/hr) q b-c = 65 (pcu/hr)	GEOMETRIC FACTORS : D = 1.0379436 E = 1.7326706 F = 0.8928385 Y = 0.87373 F for (Qb-ac) = 0.4924242	THE CAPACITY OF MOVEMENT : Q b-a = 651 Q b-c = 1291 Q b-c (O) = 1258 Q c-b = 665 Q b-ac = 861.2 TOTAL FLOW = 65 (PCU/HR)	COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.1029 DFC b-c = 0.0503 DFC c-b = 0.0000 CRITICAL DFC = 0.10
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AMG CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Lot No. 385 S.B RP (Part) in DD 78, and adjoining Government Land, Tsung Yuen Ha		PROJECT NO.: J03014	PREPARED BY:	CF	Oct-25
Lin Ma Hang Road SB/ Horseshoe Curve at Lin Ma Hang Road	2025 Observed Flows PM	FILENAME :	CHECKED BY:	MC	Oct-25
2025-10-07 Public Holiday		REFERENCE NO.:	REVIEWED BY:	SF	Oct-25

Horseshoe Curve at Lin Ma Hang Road near Tsung Yuen Ha Bus Station
(ARM B)

NOTES : (GEOMETRIC INPUT DATA)

W = MAJOR ROAD WIDTH
W cr = CENTRAL RESERVE WIDTH
W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D = STREAM-SPECIFIC B-A
E = STREAM-SPECIFIC B-C
F = STREAM-SPECIFIC C-B
Y = (1-0.0345W)

GEOMETRIC DETAILS: MAJOR ROAD (ARM A) W = 3.66 (metres) W cr = 0 (metres) q a-b = 0 (pcu/hr) q a-c = 0 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 3.66 (metres) Vr c-b = 0 (metres) q c-a = 0 (pcu/hr) q c-b = 0 (pcu/hr) MINOR ROAD (ARM B) W b-a = 3.90 (metres) W b-c = 10.50 (metres) Vl b-a = 60 (metres) Vr b-a = 200 (metres) Vr b-c = 180 (metres) q b-a = 92 (pcu/hr) q b-c = 47 (pcu/hr)	GEOMETRIC FACTORS : D = 1.0379436 E = 1.7326706 F = 0.8928385 Y = 0.87373 F for (Qb-ac) = 0.3381295	THE CAPACITY OF MOVEMENT : Q b-a = 651 Q b-c = 1291 Q b-c (O) = 1245 Q c-b = 665 Q b-ac = 782.1 TOTAL FLOW = 47 (PCU/HR)	COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.1413 DFC b-c = 0.0364 DFC c-b = 0.0000 CRITICAL DFC = 0.14
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AMG CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Lot No. 385 S.B RP (Part) in DD 78, and adjoining Government Land, Tsung Yuen Ha		PROJECT NO.: J03014	PREPARED BY:	CF	Oct-25
Lin Ma Hang Road SB/ Horseshoe Curve at Lin Ma Hang Road	2028 Reference Flows AM	FILENAME :	CHECKED BY:	MC	Oct-25
2025-10-07 Public Holiday		REFERENCE NO.:	REVIEWED BY:	SF	Oct-25

Horseshoe Curve at Lin Ma Hang Road near Tsung Yuen Ha Bus Station
(ARM B)

NOTES : (GEOMETRIC INPUT DATA)

W = MAJOR ROAD WIDTH
W cr = CENTRAL RESERVE WIDTH
W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b

D = STREAM-SPECIFIC B-A
E = STREAM-SPECIFIC B-C
F = STREAM-SPECIFIC C-B
Y = (1-0.0345W)

GEOMETRIC DETAILS: MAJOR ROAD (ARM A) W = 3.66 (metres) W cr = 0 (metres) q a-b = 0 (pcu/hr) q a-c = 0 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 3.66 (metres) Vr c-b = 0 (metres) q c-a = 0 (pcu/hr) q c-b = 0 (pcu/hr) MINOR ROAD (ARM B) W b-a = 3.90 (metres) W b-c = 10.50 (metres) Vl b-a = 60 (metres) Vr b-a = 200 (metres) Vr b-c = 180 (metres) q b-a = 74 (pcu/hr) q b-c = 72 (pcu/hr)	GEOMETRIC FACTORS : D = 1.0379436 E = 1.7326706 F = 0.8928385 Y = 0.87373 F for (Qb-ac) = 0.4931507	THE CAPACITY OF MOVEMENT : Q b-a = 651 Q b-c = 1291 Q b-c (O) = 1254 Q c-b = 665 Q b-ac = 861.7 TOTAL FLOW = 72 (PCU/HR)	COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.1137 DFC b-c = 0.0558 DFC c-b = 0.0000 CRITICAL DFC = 0.11
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AMG CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Lot No. 385 S.B RP (Part) in DD 78, and adjoining Government Land, Tsung Yuen Ha		PROJECT NO.: J03014	PREPARED BY:	CF	Oct-25
Lin Ma Hang Road SB/ Horseshoe Curve at Lin Ma Hang Road	2028 Reference Flows PM	FILENAME :	CHECKED BY:	MC	Oct-25
2025-10-07 Public Holiday		REFERENCE NO.:	REVIEWED BY:	SF	Oct-25

Horseshoe Curve at Lin Ma Hang Road near Tsung Yuen Ha Bus Station
(ARM B)

NOTES : (GEOMETRIC INPUT DATA)

W = MAJOR ROAD WIDTH
W cr = CENTRAL RESERVE WIDTH
W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b

D = STREAM-SPECIFIC B-A
E = STREAM-SPECIFIC B-C
F = STREAM-SPECIFIC C-B
Y = (1-0.0345W)

GEOMETRIC DETAILS: MAJOR ROAD (ARM A) W = 3.66 (metres) W cr = 0 (metres) q a-b = 0 (pcu/hr) q a-c = 0 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 3.66 (metres) Vr c-b = 0 (metres) q c-a = 0 (pcu/hr) q c-b = 0 (pcu/hr) MINOR ROAD (ARM B) W b-a = 3.90 (metres) W b-c = 10.50 (metres) Vl b-a = 60 (metres) Vr b-a = 200 (metres) Vr b-c = 180 (metres) q b-a = 102 (pcu/hr) q b-c = 52 (pcu/hr)	GEOMETRIC FACTORS : D = 1.0379436 E = 1.7326706 F = 0.8928385 Y = 0.87373 F for (Qb-ac) = 0.3376623	THE CAPACITY OF MOVEMENT : Q b-a = 651 Q b-c = 1291 Q b-c (O) = 1240 Q c-b = 665 Q b-ac = 781.9 TOTAL FLOW = 52 (PCU/HR)	COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.1567 DFC b-c = 0.0403 DFC c-b = 0.0000 CRITICAL DFC = 0.16
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AMG CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Lot No. 385 S.B RP (Part) in DD 78, and adjoining Government Land, Tsung Yuen Ha		PROJECT NO.: J03014	PREPARED BY:	CF	Oct-25
Lin Ma Hang Road SB/ Horseshoe Curve at Lin Ma Hang Road	2028 Design Flows AM	FILENAME :	CHECKED BY:	MC	Oct-25
2025-10-07 Public Holiday		REFERENCE NO.:	REVIEWED BY:	SF	Oct-25

Horseshoe Curve at Lin Ma Hang Road near Tsung Yuen Ha Bus Station
(ARM B)

NOTES : (GEOMETRIC INPUT DATA)

W = MAJOR ROAD WIDTH
W cr = CENTRAL RESERVE WIDTH
W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b

D = STREAM-SPECIFIC B-A
E = STREAM-SPECIFIC B-C
F = STREAM-SPECIFIC C-B
Y = (1-0.0345W)

GEOMETRIC DETAILS: MAJOR ROAD (ARM A) W = 3.66 (metres) W cr = 0 (metres) q a-b = 0 (pcu/hr) q a-c = 0 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 3.66 (metres) Vr c-b = 0 (metres) q c-a = 0 (pcu/hr) q c-b = 0 (pcu/hr) MINOR ROAD (ARM B) W b-a = 3.90 (metres) W b-c = 10.50 (metres) Vl b-a = 60 (metres) Vr b-a = 200 (metres) Vr b-c = 180 (metres) q b-a = 87 (pcu/hr) q b-c = 72 (pcu/hr)	GEOMETRIC FACTORS : D = 1.0379436 E = 1.7326706 F = 0.8928385 Y = 0.87373 F for (Qb-ac) = 0.4528302	THE CAPACITY OF MOVEMENT : Q b-a = 651 Q b-c = 1291 Q b-c (O) = 1248 Q c-b = 665 Q b-ac = 839.4 TOTAL FLOW = 72 (PCU/HR)	COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.1336 DFC b-c = 0.0558 DFC c-b = 0.0000 CRITICAL DFC = 0.13
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AMG CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Lot No. 385 S.B RP (Part) in DD 78, and adjoining Government Land, Tsung Yuen Ha		PROJECT NO.: J03014	PREPARED BY:	CF	Oct-25
Lin Ma Hang Road SB/ Horseshoe Curve at Lin Ma Hang Road	2028 Design Flows PM	FILENAME :	CHECKED BY:	MC	Oct-25
2025-10-07 Public Holiday		REFERENCE NO.:	REVIEWED BY:	SF	Oct-25

Horseshoe Curve at Lin Ma Hang Road near Tsung Yuen Ha Bus Station
(ARM B)

NOTES : (GEOMETRIC INPUT DATA)

W = MAJOR ROAD WIDTH
W cr = CENTRAL RESERVE WIDTH
W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b

D = STREAM-SPECIFIC B-A
E = STREAM-SPECIFIC B-C
F = STREAM-SPECIFIC C-B
Y = (1-0.0345W)

GEOMETRIC DETAILS: MAJOR ROAD (ARM A) W = 3.66 (metres) W cr = 0 (metres) q a-b = 0 (pcu/hr) q a-c = 0 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 3.66 (metres) Vr c-b = 0 (metres) q c-a = 0 (pcu/hr) q c-b = 0 (pcu/hr) MINOR ROAD (ARM B) W b-a = 3.90 (metres) W b-c = 10.50 (metres) Vl b-a = 60 (metres) Vr b-a = 200 (metres) Vr b-c = 180 (metres) q b-a = 115 (pcu/hr) q b-c = 52 (pcu/hr)	GEOMETRIC FACTORS : D = 1.0379436 E = 1.7326706 F = 0.8928385 Y = 0.87373 F for (Qb-ac) = 0.3113772	THE CAPACITY OF MOVEMENT : Q b-a = 651 Q b-c = 1291 Q b-c (O) = 1234 Q c-b = 665 Q b-ac = 769.8 TOTAL FLOW = 52 (PCU/HR)	COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.1767 DFC b-c = 0.0403 DFC c-b = 0.0000 CRITICAL DFC = 0.18
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AMG CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Lot No. 385 S.B RP (Part) in DD 78, and adjoining Government Land, Tsung Yuen Ha		PROJECT NO.: J03014	PREPARED BY:	CF	Oct-25
Lin Ma Hang Road SB/ Horseshoe Curve at Lin Ma Hang Road	2025 Observed Flows AM	FILENAME :	CHECKED BY:	MC	Oct-25
2025-10-09 Thursday		REFERENCE NO.:	REVIEWED BY:	SF	Oct-25

Horseshoe Curve at Lin Ma Hang Road near Tsung Yuen Ha Bus Station
(ARM B)

NOTES : (GEOMETRIC INPUT DATA)

W = MAJOR ROAD WIDTH
W cr = CENTRAL RESERVE WIDTH
W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b

D = STREAM-SPECIFIC B-A
E = STREAM-SPECIFIC B-C
F = STREAM-SPECIFIC C-B
Y = (1-0.0345W)

GEOMETRIC DETAILS: MAJOR ROAD (ARM A) W = 3.66 (metres) W cr = 0 (metres) q a-b = 0 (pcu/hr) q a-c = 0 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 3.66 (metres) Vr c-b = 0 (metres) q c-a = 0 (pcu/hr) q c-b = 0 (pcu/hr) MINOR ROAD (ARM B) W b-a = 3.90 (metres) W b-c = 10.50 (metres) Vl b-a = 60 (metres) Vr b-a = 200 (metres) Vr b-c = 180 (metres) q b-a = 49 (pcu/hr) q b-c = 60 (pcu/hr)	GEOMETRIC FACTORS : D = 1.0379436 E = 1.7326706 F = 0.8928385 Y = 0.87373 F for (Qb-ac) = 0.5504587	THE CAPACITY OF MOVEMENT : Q b-a = 651 Q b-c = 1291 Q b-c (O) = 1267 Q c-b = 665 Q b-ac = 895.3 TOTAL FLOW = 60 (PCU/HR)	COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.0753 DFC b-c = 0.0465 DFC c-b = 0.0000 CRITICAL DFC = 0.08
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AMG CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Lot No. 385 S.B RP (Part) in DD 78, and adjoining Government Land, Tsung Yuen Ha		PROJECT NO.: J03014	PREPARED BY:	CF	Oct-25
Lin Ma Hang Road SB/ Horseshoe Curve at Lin Ma Hang Road	2025 Observed Flows PM	FILENAME :	CHECKED BY:	MC	Oct-25
2025-10-09 Thursday		REFERENCE NO.:	REVIEWED BY:	SF	Oct-25

Horseshoe Curve at Lin Ma Hang Road near Tsung Yuen Ha Bus Station
(ARM B)

NOTES : (GEOMETRIC INPUT DATA)

W = MAJOR ROAD WIDTH
W cr = CENTRAL RESERVE WIDTH
W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b

D = STREAM-SPECIFIC B-A
E = STREAM-SPECIFIC B-C
F = STREAM-SPECIFIC C-B
Y = (1-0.0345W)

GEOMETRIC DETAILS: MAJOR ROAD (ARM A) W = 3.66 (metres) W cr = 0 (metres) q a-b = 0 (pcu/hr) q a-c = 0 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 3.66 (metres) Vr c-b = 0 (metres) q c-a = 0 (pcu/hr) q c-b = 0 (pcu/hr) MINOR ROAD (ARM B) W b-a = 3.90 (metres) W b-c = 10.50 (metres) Vl b-a = 60 (metres) Vr b-a = 200 (metres) Vr b-c = 180 (metres) q b-a = 51 (pcu/hr) q b-c = 42 (pcu/hr)	GEOMETRIC FACTORS : D = 1.0379436 E = 1.7326706 F = 0.8928385 Y = 0.87373 F for (Qb-ac) = 0.4516129	THE CAPACITY OF MOVEMENT : Q b-a = 651 Q b-c = 1291 Q b-c (O) = 1266 Q c-b = 665 Q b-ac = 838.8 TOTAL FLOW = 42 (PCU/HR)	COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.0783 DFC b-c = 0.0325 DFC c-b = 0.0000 CRITICAL DFC = 0.08
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AMG CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Lot No. 385 S.B RP (Part) in DD 78, and adjoining Government Land, Tsung Yuen Ha		PROJECT NO.: J03014	PREPARED BY:	CF	Oct-25
Lin Ma Hang Road SB/ Horseshoe Curve at Lin Ma Hang Road	2028 Reference Flows AM	FILENAME :	CHECKED BY:	MC	Oct-25
2025-10-09 Thursday		REFERENCE NO.:	REVIEWED BY:	SF	Oct-25

NOTES : (GEOMETRIC INPUT DATA)

W = MAJOR ROAD WIDTH
W cr = CENTRAL RESERVE WIDTH
W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b

D = STREAM-SPECIFIC B-A
E = STREAM-SPECIFIC B-C
F = STREAM-SPECIFIC C-B
Y = (1-0.0345W)

GEOMETRIC DETAILS: MAJOR ROAD (ARM A) W = 3.66 (metres) W cr = 0 (metres) q a-b = 0 (pcu/hr) q a-c = 0 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 3.66 (metres) Vr c-b = 0 (metres) q c-a = 0 (pcu/hr) q c-b = 0 (pcu/hr) MINOR ROAD (ARM B) W b-a = 3.90 (metres) W b-c = 10.50 (metres) Vl b-a = 60 (metres) Vr b-a = 200 (metres) Vr b-c = 180 (metres) q b-a = 54 (pcu/hr) q b-c = 67 (pcu/hr)	GEOMETRIC FACTORS : D = 1.0379436 E = 1.7326706 F = 0.8928385 Y = 0.87373 F for (Qb-ac) = 0.553719	THE CAPACITY OF MOVEMENT : Q b-a = 651 Q b-c = 1291 Q b-c (O) = 1264 Q c-b = 665 Q b-ac = 897.3 TOTAL FLOW = 67 (PCU/HR)	COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.0829 DFC b-c = 0.0519 DFC c-b = 0.0000 CRITICAL DFC = 0.08
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AMG CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Lot No. 385 S.B RP (Part) in DD 78, and adjoining Government Land, Tsung Yuen Ha		PROJECT NO.: J03014	PREPARED BY:	CF	Oct-25
Lin Ma Hang Road SB/ Horseshoe Curve at Lin Ma Hang Road	2028 Reference Flows PM	FILENAME :	CHECKED BY:	MC	Oct-25
2025-10-09 Thursday		REFERENCE NO.:	REVIEWED BY:	SF	Oct-25

Horseshoe Curve at Lin Ma Hang Road near Tsung Yuen Ha Bus Station
(ARM B)

NOTES : (GEOMETRIC INPUT DATA)

W = MAJOR ROAD WIDTH
W cr = CENTRAL RESERVE WIDTH
W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b

D = STREAM-SPECIFIC B-A
E = STREAM-SPECIFIC B-C
F = STREAM-SPECIFIC C-B
Y = (1-0.0345W)

GEOMETRIC DETAILS: MAJOR ROAD (ARM A) W = 3.66 (metres) W cr = 0 (metres) q a-b = 0 (pcu/hr) q a-c = 0 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 3.66 (metres) Vr c-b = 0 (metres) q c-a = 0 (pcu/hr) q c-b = 0 (pcu/hr) MINOR ROAD (ARM B) W b-a = 3.90 (metres) W b-c = 10.50 (metres) Vl b-a = 60 (metres) Vr b-a = 200 (metres) Vr b-c = 180 (metres) q b-a = 57 (pcu/hr) q b-c = 47 (pcu/hr)	GEOMETRIC FACTORS : D = 1.0379436 E = 1.7326706 F = 0.8928385 Y = 0.87373 F for (Qb-ac) = 0.4519231	THE CAPACITY OF MOVEMENT : Q b-a = 651 Q b-c = 1291 Q b-c (O) = 1263 Q c-b = 665 Q b-ac = 839 TOTAL FLOW = 47 (PCU/HR)	COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.0876 DFC b-c = 0.0364 DFC c-b = 0.0000 CRITICAL DFC = 0.09
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AMG CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Lot No. 385 S.B RP (Part) in DD 78, and adjoining Government Land, Tsung Yuen Ha		PROJECT NO.: J03014	PREPARED BY:	CF	Oct-25
Lin Ma Hang Road SB/ Horseshoe Curve at Lin Ma Hang Road	2028 Design Flows AM	FILENAME :	CHECKED BY:	MC	Oct-25
2025-10-09 Thursday		REFERENCE NO.:	REVIEWED BY:	SF	Oct-25

Horseshoe Curve at Lin Ma Hang Road near Tsung Yuen Ha Bus Station
(ARM B)

NOTES : (GEOMETRIC INPUT DATA)

W = MAJOR ROAD WIDTH
W cr = CENTRAL RESERVE WIDTH
W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b

D = STREAM-SPECIFIC B-A
E = STREAM-SPECIFIC B-C
F = STREAM-SPECIFIC C-B
Y = (1-0.0345W)

GEOMETRIC DETAILS: MAJOR ROAD (ARM A) W = 3.66 (metres) W cr = 0 (metres) q a-b = 0 (pcu/hr) q a-c = 0 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 3.66 (metres) Vr c-b = 0 (metres) q c-a = 0 (pcu/hr) q c-b = 0 (pcu/hr) MINOR ROAD (ARM B) W b-a = 3.90 (metres) W b-c = 10.50 (metres) Vl b-a = 60 (metres) Vr b-a = 200 (metres) Vr b-c = 180 (metres) q b-a = 64 (pcu/hr) q b-c = 67 (pcu/hr)	GEOMETRIC FACTORS : D = 1.0379436 E = 1.7326706 F = 0.8928385 Y = 0.87373 F for (Qb-ac) = 0.5114504	THE CAPACITY OF MOVEMENT : Q b-a = 651 Q b-c = 1291 Q b-c (O) = 1259 Q c-b = 665 Q b-ac = 872.1 TOTAL FLOW = 67 (PCU/HR)	COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.0983 DFC b-c = 0.0519 DFC c-b = 0.0000 CRITICAL DFC = 0.10
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AMG CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Lot No. 385 S.B RP (Part) in DD 78, and adjoining Government Land, Tsung Yuen Ha		PROJECT NO.: J03014	PREPARED BY:	CF	Oct-25
Lin Ma Hang Road SB/ Horseshoe Curve at Lin Ma Hang Road	2028 Design Flows PM	FILENAME :	CHECKED BY:	MC	Oct-25
2025-10-09 Thursday		REFERENCE NO.:	REVIEWED BY:	SF	Oct-25

Horseshoe Curve at Lin Ma Hang Road near Tsung Yuen Ha Bus Station
(ARM B)

NOTES : (GEOMETRIC INPUT DATA)

W = MAJOR ROAD WIDTH
W cr = CENTRAL RESERVE WIDTH
W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b

D = STREAM-SPECIFIC B-A
E = STREAM-SPECIFIC B-C
F = STREAM-SPECIFIC C-B
Y = (1-0.0345W)

GEOMETRIC DETAILS: MAJOR ROAD (ARM A) W = 3.66 (metres) W cr = 0 (metres) q a-b = 0 (pcu/hr) q a-c = 0 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 3.66 (metres) Vr c-b = 0 (metres) q c-a = 0 (pcu/hr) q c-b = 0 (pcu/hr) MINOR ROAD (ARM B) W b-a = 3.90 (metres) W b-c = 10.50 (metres) Vl b-a = 60 (metres) Vr b-a = 200 (metres) Vr b-c = 180 (metres) q b-a = 67 (pcu/hr) q b-c = 47 (pcu/hr)	GEOMETRIC FACTORS : D = 1.0379436 E = 1.7326706 F = 0.8928385 Y = 0.87373 F for (Qb-ac) = 0.4122807	THE CAPACITY OF MOVEMENT : Q b-a = 651 Q b-c = 1291 Q b-c (O) = 1258 Q c-b = 665 Q b-ac = 818.2 TOTAL FLOW = 47 (PCU/HR)	COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.1029 DFC b-c = 0.0364 DFC c-b = 0.0000 CRITICAL DFC = 0.10
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Appendix B

Planning Data from
Planning Department

以2021年為基礎年期的全港人口及就業數據矩陣 -
2021年、2026年和2031年人口和就業職位的分布
2021-based Territorial Population and Employment Data Matrix -
Distributions of Population and Employment in 2021, 2026 and 2031

(以年中計算 as at mid year)

	2021年 Year 2021		2026年 Year 2026		2031年 Year 2031	
	人口 Population	就業職位 Employment	人口 Population	就業職位 Employment	人口 Population	就業職位 Employment
區議會分區摘要： SUMMARY BY DISTRICT COUNCIL DISTRICT						
中西區 CENTRAL AND WESTERN	235 950	390 350	226 250	379 150	222 600	381 450
灣仔 WAN CHAI	166 700	299 700	156 000	301 700	145 700	287 250
東區 EASTERN	529 600	296 200	500 100	288 400	467 000	277 050
南區 SOUTHERN	263 300	117 200	258 800	126 700	267 200	121 850
香港島 HONG KONG ISLAND	1 195 550	1 103 450	1 141 200	1 095 950	1 102 500	1 067 600
深水埗 SHAM SHUI PO	431 100	228 650	432 200	219 000	438 600	214 000
九龍城 KOWLOON CITY	410 650	200 500	470 450	231 000	460 100	240 350
黃大仙 WONG TAI SIN	406 800	104 100	404 800	106 600	396 650	101 550
觀塘 KWUN TONG	673 150	395 900	682 500	400 050	690 750	441 300
油尖旺 YAU TSIM MONG	310 650	413 950	291 700	439 300	267 100	428 850
九龍 KOWLOON	2 232 350	1 343 100	2 281 650	1 395 900	2 253 150	1 426 050
葵青 KWAI TSING	495 800	226 350	488 750	223 400	483 050	227 800
荃灣 TSUEN WAN	320 100	167 350	296 150	168 150	295 850	163 800
屯門 TUEN MUN	506 900	133 400	557 650	132 450	586 200	152 650
元朗 YUEN LONG	668 100	152 850	685 000	238 500	760 600	258 200
北區 NORTH	309 650	84 150	352 000	104 050	435 550	144 850
大埔 TAI PO	316 450	96 600	348 900	94 800	343 250	89 800
沙田 SHA TIN	692 800	222 150	687 450	230 600	667 750	220 400
西貢 SAI KUNG	489 050	111 550	527 150	116 200	538 800	123 450
離島 ISLANDS	185 300	118 000	229 900	147 150	352 500	191 950
新界 NEW TERRITORIES	3 984 100	1 312 350	4 172 950	1 455 350	4 463 550	1 572 900
次區域摘要 SUMMARY BY SUB-REGION:						
都會區 METRO AREA	4 228 300	2 837 350	4 215 750	2 882 900	4 150 550	2 882 950
新界西北 NORTHWEST NEW TERRITORIES	1 176 050	286 800	1 243 650	372 750	1 347 800	413 350
新界東北 NORTHEAST NEW TERRITORIES	1 310 000	401 150	1 361 150	421 350	1 416 800	448 600
新界東南 SOUTHEAST NEW TERRITORIES	497 950	112 550	531 600	117 550	538 300	124 250
新界西南 SOUTHWEST NEW TERRITORIES	199 700	121 050	243 600	152 650	365 700	197 350
總計 TOTAL	7 411 950	3 758 900	7 595 750	3 947 150	7 819 200	4 066 550
都會區總計 METRO AREA TOTAL	4 228 300	2 837 350	4 215 750	2 882 900	4 150 550	2 882 950
非都會區總計 NON-METRO AREA TOTAL	3 183 650	921 550	3 380 000	1 064 300	3 668 600	1 183 550
全港陸上總計 TERRITORY LAND TOTAL	7 411 950	3 758 900	7 595 750	3 947 150	7 819 200	4 066 550

註釋：

- 一. 上述人口和就業職位分布應與相關的一般備註、特別備註及免責聲明一併閱讀，詳情可瀏覽規劃署網頁 www.pland.gov.hk。
- 二. 數字調整至最接近的50位數。
- 三. 由於四捨五入，個別數字的相加總和可能與總計數字略有出入。

Notes:

1. The above population and employment distrubutions should read together with the related General Notes, Special Notes and Disclaimer which are available on the Planning Department's website at www.pland.gov.hk.
2. Figures are rounded to the nearest 50.
3. There may be a slight discrepancy between the sum of individual items and the respective total owing to rounding.